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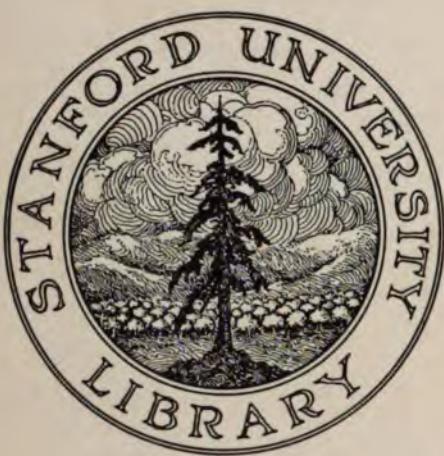
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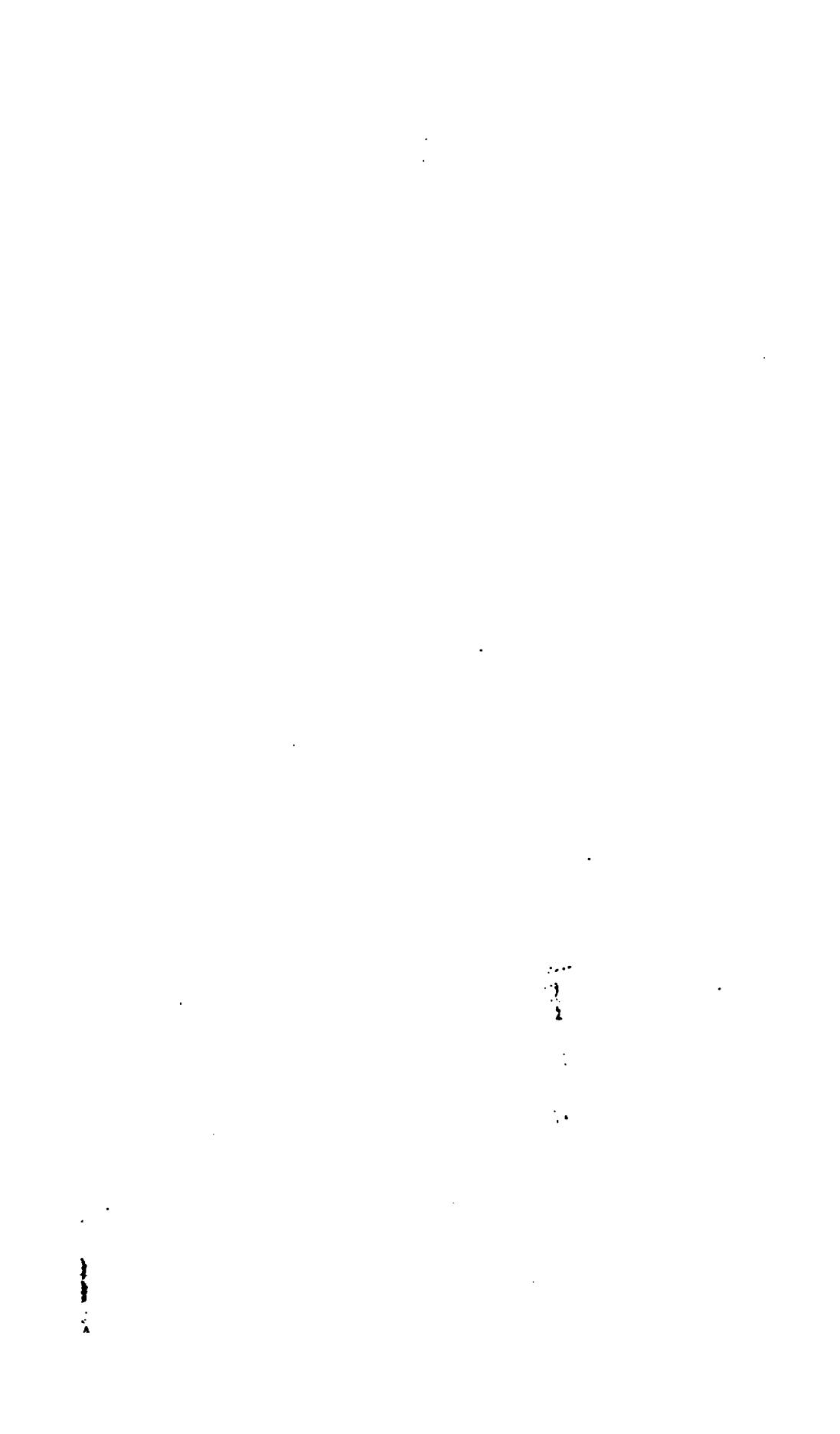
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PUBLICATIONS
OF THE
NAVY RECORDS SOCIETY
VOL. XVIII.

GREAT SEA FIGHTS

1794-1805



L O G S
OF THE
Great Sea Fights

1794—1805

EDITED BY
T. STURGES JACKSON
REAR-ADMIRAL

VOL. II.



PRINTED FOR THE NAVY RECORDS SOCIETY
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INTRODUCTORY NOTE
TO
THE SECOND VOLUME

My thanks are due to Major DAUBENEY of the South Staffordshire Regiment, and to Mr. R. B. N. WALKER, for the valuable manuscripts they have kindly supplied.

I regret that in the Introductory to the first volume, in expressing my thanks to Mr. SCHOMBÉRG, I mentioned his first name as Arthur instead of Alfred.

PLANS

ABOUKIR BAY	<i>to face p.</i>	3
COPENHAGEN	"	83

ERRATUM.

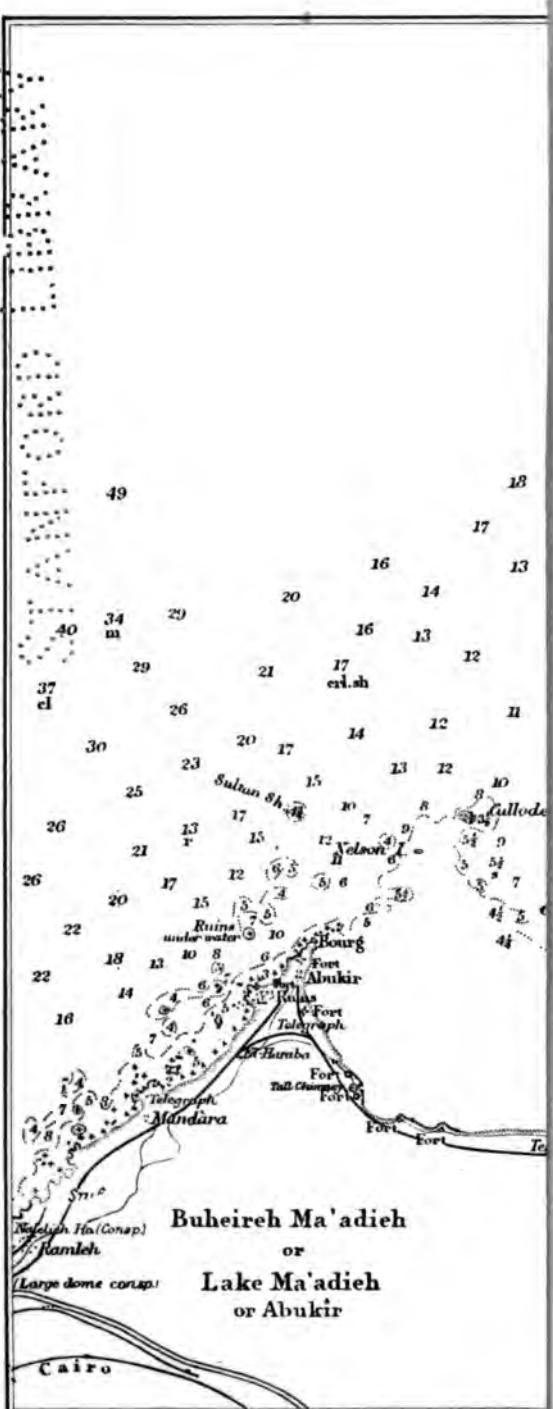
Vol. i. p. 277. *For 'Bright' read 'Knight'*

IV

THE NILE, 1798

VOL. II.

B



THE NILE—1798.

INTRODUCTORY.

THE logs of the ships present at the battle of the Nile are as a rule good, and together give a fairly complete account of the action.

No log or journal of the Minotaur or Leander can be found at the Record Office. In the case of the latter ship this is explained by her capture by the French on the way to Gibraltar. The Mutine was kept in attendance on the stranded Culloden. Her log contains nothing of interest, and has not been copied.

The absence of unnecessary signalling when the enemy had been sighted is very remarkable in this the first fleet action in which Nelson commanded. Everyone seems to have understood exactly what he had to do, and to have been trusted to carry out his chief's intentions in his own way. The fact that every captain distinguished himself was considered remarkable by Lord Howe, but was the natural result of Nelson's method. The possibility of finding the French squadron at anchor had been considered by Nelson, and the plan of attack under such circumstances had been communicated to his captains. It is possible that the manœuvre of passing inside the enemy's line had not actually been discussed, but Nelson had previously announced his intention of concentrating his whole force on a portion of that of the enemy. To do this it was necessary to attack them on both sides, or to

anchor on the bow and quarter of each of their ships, which latter plan could not be carried out if they were moored in close order. The signal to attack their van and centre was made, and it would appear that the manœuvre of passing through, or round the head of, the enemy's line was implied. Apparently the signal could only be obeyed by doubling on the enemy. Captain Hood indeed says that he did not imagine that the Goliath would attempt to pass within the Guerrier, as that ship was in five fathoms water. This seems to indicate that the plan had been talked over, and in no way proves that the idea of the manœuvre originated on board the Goliath. Foley led the squadron inside the French line when there was so little water that Hood would have hesitated to do so. All honour to him. In giving him the praise which is so clearly his due, it is unnecessary to belittle his Admiral.

It will be observed that according to the Vanguard's log the wind was north, and according to the Goliath's log the French van ships were anchored in a line NNW and SSE. Unless the French worked the springs on their cables, they were not swung in line ahead, but each ship two points on the starboard quarter of the one next ahead. The British ships had springs on their cables, whether they anchored by the stern or by the bow, and, even if they had failed to anchor in exactly the right positions, were thus able to bring their broadsides to bear on their antagonists. The van of the French was crushed by the fire of the British ships as they successively came into action, and those ships which engaged the Guerrier and Conquéran lost very few men. The losses of those ships which engaged on the inshore side were small in comparison with those of the ships which anchored outside their opponents.

The times of events, noted after the action began, as usual vary greatly. The explosion of the Orient's magazine was an occurrence which was no doubt noted at once, and we find the time she blew up recorded as follows:—

Vanguard's	log	10 o'clock.
Orion's	"	11.30.
Culloden's	"	9.55.
Bellerophon's	"	10.
Defence's	"	11.15.
Alexander's	"	10.
Zealous'	"	10.20.
Audacious'	"	9.48.
Goliath's	"	10.
Majestic's	"	about 11.30.
Swiftsure's	"	9.37.
Theseus'	"	no time given in log, but Captain Miller's letter says 'about 11 o'clock.'

The time at which the French opened fire on the British van is noted in the logs of nearly all the ships, and appears to have been about half-past six. The actual time of the commencement of the action is not a matter of very great importance. Some discussion has however lately taken place as to the interval between the leading ships of the British squadron and the Vanguard and her seconds when the French opened fire. The Theseus unfortunately gives no times. The logs of the Goliath and Zealous do not agree as to the time the action began. The statement in the Goliath's log that an interval of thirty-five minutes elapsed between the beginning of the action and the Audacious anchoring is clearly incorrect. The Audacious anchored before the Orion, and the Orion anchored five minutes after the signal for closer action had been made.

THE SILE

Immediately after the first shot, a flag signal was made aboard, indicating that the French opened fire, while immediately after the first shot of the Spartiate and the 'Admiral' the battle was over three minutes. The 'Admiral' then receding astern within twenty minutes after the first shot was fired. The Theseus was soon ahead of the Vanguard. Lieutenant Brodie's journal states that when the Goliath receded the bow of the Guerrier and engaged, their shot went over the Theseus. Their shot may mean either the Goliath's or the Guerrier's, but in either case the Theseus cannot have been far from the French line at the time. According to the Vanguard's own log, that ship anchored two minutes after the French opened fire, and thirteen minutes before the signal for closer action was hoisted; but this statement is negatived by so many other logs that it must be considered inaccurate. On the whole, it appears that Lieutenant Brodie's journal may be accepted as giving correctly the sequence of events, while the time is fixed by the Orion's letting go her anchor. 'Soon after' this 'the Admiral placed himself on the Spartiate's opposite side.' The expression 'placed himself' includes veering ~~in~~ half a cable and bringing up, an operation which with hemp cables and ring stoppers must have taken a few minutes. According to this method of reckoning the Vanguard was in close action in less than twenty-five minutes from the time the French opened fire. The log of the Minotaur cannot be found at the Record Office. The logs of three other ships astern of the Vanguard give the interval between the first French gun and their own anchoring as follows: Bellerophon, half an hour; Defence, forty minutes; Majestic, twenty-five minutes. The Swiftsure, which at this period of the action may be regarded as an impartial looker-on, records that at

6.15 the enemy's van ship began to fire, and at 6.40 seven of our ships were in close action. The seven ships were no doubt the Goliath, Zealous, Audacious, Theseus, Orion, Vanguard and Minotaur. The speed of the Vanguard after bearing up is not given in the log, but if the ship was going five and a half knots with the wind one point abeam, she certainly did not make more than six knots when steering for the French fleet. If the ships had kept an exact interval of two cables, and also kept up a uniform speed of six knots while running down—a manifest impossibility, as they must have shortened sail before anchoring—the Vanguard could not have anchored until more than ten minutes had elapsed from the beginning of the action. If she was actually anchored alongside the Spartiate in less than twenty-five minutes after the first gun was fired it was a highly creditable piece of seamanship. There seems every reason to believe that twenty-five minutes is an excessive estimate, and that the Vanguard was in action before such an interval had elapsed. If the logs are to be trusted, the whole of Nelson's squadron, with the exception of the Alexander, Swiftsure, and Leander, and of course the Culloden, came successively into action in less than forty minutes. It need not be pointed out that an interval of several miles (!) between the Goliath and the Vanguard would have greatly increased this period. In fact, under these circumstances, the Vanguard could hardly have got into action before the Spartiate had struck. If the official records of the different ships had left room for doubt on this point, Captain Hood's private letter would be sufficient to remove such doubt. He states that the Zealous shortened sail gradually, and the Admiral allowed the Orion, as well as the Audacious and Theseus, to pass ahead of the Vanguard. There-

fore, 'we had not increased our distance much from those ships.' Captain Miller states that the Theseus engaged the Guerrier four minutes after the beginning of the action, while Captain Hood makes this interval ten minutes. Captain Miller's account agrees with Lieutenant Brodie's journal as to the Vanguard's attack on the Spartiate.

The account given in the logs of the second phase of the action, on the morning of the 2nd of August, shows the effect of the temporary disability of the chief. Nothing can be more creditable than the manner in which Nelson's captains tried to make the victory as complete as their leader intended. But, though their individual efforts left nothing to be desired and they gave each other mutual support, still the inevitable result was that the ships acted independently for a common object, and lacked the cohesion of a squadron under the command of one man, and that man Nelson.

No copy of the signal book used on this occasion can be found ; but the signification has been inserted in many of the logs, and little difficulty will be found in ascertaining the meaning of all the more important signals made.

As a rule the documents included in this volume have not hitherto been published. In the case of Captain Miller's letter an exception has been made. The excellent account it contains affords such valuable aid to the readers of the logs that it has been reprinted. A letter from Admiral Villeneuve to Admiral Blanquet-Duchayla has also been reproduced.

The logs have been printed in the order in which the ships came into action.

LIST OF SHIPS IN SIR HORATIO NELSON'S
SQUADRON.

*The logs of ships whose names are printed in italics cannot
be found at the Record Office.*

Vanguard, 74	Rear-Admiral Sir Horatio Nelson, K.B. ; Captain Edward Berry.
Orion, 74	Captain Sir James Saumarez.
Culloden, 74	Captain Thomas Troubridge.
Bellerophon, 74	Captain Henry D'Esterre Darby.
<i>Minotaur</i> , 74	Captain Thomas Louis.
Defence, 74	Captain John Peyton.
Alexander, 74	Captain Alexander John Ball.
Zealous, 74	Captain Samuel Hood.
Audacious, 74	Captain Davidge Gould.
Goliath, 74	Captain Thomas Foley.
Majestic, 74	Captain George Blagdon Westcott.
Swiftsure, 74	Captain Benjamin Hallowell.
Theseus, 74	Captain Ralph Willett Miller.
<i>Leander</i> , 50	Captain Thomas Boulden Thompson.
Mutine, brig	Captain Thomas Masterman Hardy.

GOLIATH.

[The log of the Goliath is a simple record of occurrences, and contains nothing to indicate that her captain considered the fact of his having led inside the French line was worthy of special remark.]

Log.—GEORGE ANDREWS, Master.—Official No. 2622.

Wednesday, August 1st.

P.M.—Fresh breezes and clear weather. $\frac{1}{2}$ past 2, up foresail and in steering sails. 40 minutes past 2, the Zealous made the signal No. 23. At 45 minutes past 2, she made the signal No. 56. At 3, set the courses, having discovered the French fleet in the E by N quarter. Employed preparing for action, as per signals from the Vanguard Nos. 53 and 54. At 38 minutes past 4, the Mutine bore up to reconnoitre the enemy, who were 13 sail of the line, at anchor in Aboukir Road in a line NNW and SSE

from the van to the centre, and north and south from the centre to the rear. 15 minutes past five, the Vanguard made the signals No. 45 and 46; at 3 minutes past 6, No. 34. At 15 minutes past 6, the Goliath, being the leading ship, crossed the van of the enemy's line and commenced the action; having crossed, anchored with the sheet-anchor out of the gun-room port, and brought up alongside the 2nd ship. About this time a French frigate ran on shore, and was dismasted by our ships as they passed; the Zealous followed the Goliath, and brought up alongside the first ship. 50 minutes past 6, the Audacious crossed the ship we were engaged with, raking her, and having crossed her, brought up on her larboard bow. At half-past 8, ceased firing, the five van ships of the enemy having struck their colours. The Goliath's main and mizen masts, with the rigging of those masts, were so much cut in several places that there was much danger of losing them. All the seamen employed stoppering and repairing the same as fast as possible. At 40 minutes past 8, observed the French Admiral's ship, l'Orient of 112 guns, on fire; at 10 she blew up.

Thursday, August 2nd.

From 11 P.M. to 2 A.M. a very heavy cannonade between the rear of the enemy and H.M. ships Alexander and Majestic. At 3, the Majestic's main and mizen masts went over the side. At daylight, observed that six line-of-battle ships had struck their colours. At $\frac{1}{2}$ past 5, the Artemise, French frigate, fired her broadside, hauled her colours down, and the crew set her on fire and left her. At 6, cut the cable and run further to leeward to attack the enemy's rear. $\frac{1}{4}$ past, anchored with springs on the cable and began to fire on the enemy. About 7, two ships on shore in the SSW struck their colours.

They had been fired on by the Alexander and Theseus. At noon, the Theseus and Goliath fired several broadsides at 2 line-of-battle ships and two frigates, which had weighed and stood to the NE, and one ship of the line in the same quarter whose fore mast and main topmast went overboard, and she drifted nearly on shore. Bent another jib and main topmast staysail, the others with the mizen staysail and driver being cut away in the action to prevent the ship taking fire, and the large cutter which was hoisted up on the larboard quarter also shot away, and lost two English ensigns, two Jacks and three pennants, with sundry cartouche boxes, belts, &c., &c.

P.M.—Moderate breezes and fair weather. At 1, the Goliath's, Audacious's, Leander's, and Zealous's signals to chase SE. At 30 minutes past 1, the Goliath's signal was annulled to chase. At 2, received the thanks of the Admiral and read it to the ship's company. The Zealous exchanged several broadsides with the ships standing to the NE. At 20 minutes past 2, the Admiral made the general recall. The seamen employed knotting the rigging and repairing the damages sustained in the action.

Friday, August 3rd.

A.M.—Do. weather. Lost the main topmast, it being much wounded by shot. At 10, the Theseus and Leander weighed and ran to leeward to attack an 80 gun ship which was dismasted in the SE and one in the SSW. The first surrendered, the other was burnt. Mustered the ship's company and found Lieutenant Wilkinson much wounded, Mr. Davies, master's mate, killed ; Mr. Graves, mid., amputated of the left arm ; Messrs. Strahan, Pain, Lewis, and Elliot, wounded ; Mr. Andrew Brown, killed ; John

Bates, Andrew Scott, James Henlon, Thomas Brown, Samuel Read, Robt. Sheppheard, John Hill, (2nd), William Main, Thomas James, Joseph Rigby William Hide, and Jacob Williamson, seamen, killed. Thomas Shaw, William French, William Scott, Charles Forrest, John Warlock, and John Bruckall, marines, killed. Thirty-eight seamen and thirteen marines wounded. Employed variously, fishing the masts, knotting and setting up the bobstays, fore rigging, &c., &c. The standing and running rigging with steering sails and royals are much cut up in the action.

ZEALOUS.

[The log of the Zealous is supplemented by a letter from Captain Hood. In this letter appears an expression of surprise at the Goliath having passed inside the Guerrier, that ship being in five fathoms water. This remark may be considered evidence in favour of the theory that Foley acted entirely on his own initiative ; or, on the other hand, it may merely show that Hood did not imagine that the Goliath would lead inside when it was found that there was so little water under the Guerrier's keel.]

Log.—EDWARD STRODE, Master.—Official No. 3126.

August 1st.

P.M.—Light breezes and clear weather. At $\frac{1}{2}$ past noon, saw the land, supposed to be Alexandria. At $\frac{1}{2}$ past 2, saw a fleet of ships at anchor bearing SE by E ; made signal for do. Repeated signal No. 9 to the Alexander and Swiftsure. At $\frac{3}{4}$ past 2, came to the wind, on the larboard tack. Saw 17 sail of ships at anchor, 13 of which were line-of-battle ships, and 4 frigates with 2 brigs and 2 bombs. Immediately made all sail. Cleared ship for action, and hove overboard ten bullocks. At 4, Aboukir Castle, SE by E $\frac{1}{4}$ S 5 leagues. Bent the sheet cable through the stern port to the sheet-

anchor. At 5, bore down on the enemy by order of the Admiral. At 34 minutes past 5, the Admiral made signal to engage the van and centre of the enemy. At 6, anchored alongside the enemy's van ship within $\frac{1}{2}$ pistol shot and began the action. At 10 minutes past six, the Culloden made signal for being aground. At 15 minutes past 6, observed our opponent's 3 masts go over the side, and at 30 minutes past eight, she struck. Sent on board and took possession of do. She proved to be le Guerrier, of 74 guns. At 20 minutes past 10, observed l'Orient blow up. Found we had 7 men wounded. Our fore mast very badly wounded near the first woolding ; jib boom, jib, flying jib and main topmast studdingsail and yard shot away and totally lost. When anchored, the Castle of Aboukir W $\frac{3}{4}$ S 7 or 8 miles, and Nelson's Island NW 2 miles.

August 2nd.

A.M.—At 5, cut the sheet cable and bore down on the enemy's lee line. At 30 minutes past 5, the Admiral made our signal to chase east. At 8, do. annulled. Answered the general signal for captains. Employed working off and on outside the squadron. At $\frac{1}{2}$ past 10, bore up to assist the Bellerophon. At $\frac{1}{2}$ past 11, hauled our wind on the larboard tack. Observed 2 sail of the line, and 2 frigates (under way) belonging to the enemy. Immediately prepared to engage. At noon, light breezes and clear. Tacked and stood towards the enemy. Point Bequre Castle W by N 9 or 10 miles.

P.M.—Moderate breezes and fine weather. At $\frac{1}{2}$ past noon, engaged 2 line-of-battle ships and 2 frigates and received a broadside from each in passing. Found we had one man, George Willis S., killed. Fore topgallant mast, yard and sail, and

fore topgallant royal yard and sail, all the starboard braces, great part of the running rigging, 2 bobstays, fore topmast stay, all the fore topmast backstays, mizen stay, 6 of the main shrouds, and all the topgallant studdingsail booms and sails shot away. Fore topmast, main mast, main stay, main topmast backstays and main and mizen topsail yards wounded, all the sails fore and aft very much damaged, the barge shot through, and several shot in our hull. At $\frac{1}{2}$ past 2, anchored with the best bower in 7 fathoms sandy bottom and veered to $\frac{1}{2}$ a cable. Found we had one pipe of wine, No. 3520, containing 144 gallons, being on deck to serve the ship's company at dinner, and not having time to strike it down, received a shot by which it was stove and the contents lost.

August 3rd.

A.M.—Do. weather. Employed repairing the rigging, sails, &c. Got down the maintopsail yard and got up another. At 5, answered signal to assist the Theseus. Cleared for action and hove short. Employed bending sails, &c. Do. weather. The Admiral annulled our signal to assist the Theseus. Employed repairing damages, officers and men on board the prize. Light breezes and clear weather. At single anchor in Aboukir Bay. Admiral and squadron with the French prizes in company.

ZEALOUS.

Letter from Captain Hood to Viscount Hood.

[*From the original in the Hood Papers.¹ Holograph.*]

Zealous, Road of Aboukir, mouth of the Nile,
10th August, 1798.

My dear Lord,—Having promised your Lordship some account of our late glorious victory, in

¹ Belonging to the present Viscount Hood.

doing it, knowing how your Lordship has been in general interested about the Mediterranean, and our worthy Admiral, I shall open freely to your Lordship, and probably in some part say what was communicated to me with confidence, being well assured my mind on this business will be freely and openly communicated to the person who has been more than a father to me; and I am certain your Lordship will consider it as such, and that I have not said *too much to you*, though it might have been to any common correspondent. I related to your Lordship that Sir Horatio Nelson early in May last sailed from Gibraltar for the Mediterranean; he was accompanied in the Vanguard with the Orion, Alexander, Emerald, Terpsichore, and Bonne Citoyenne. On the 14th of May Earl St. Vincent gave directions [that] the Culloden, Bellerophon, Minotaur, Defence, Zealous, Goliath, Majestic, Swiftsure, and Theseus (who were placed and considered as the advanced squadron off Cadiz), should complete their provisions to six months; and the moment the transport left the fleet gave orders those ships should keep their provisions, water and every other article complete from specified ships of the fleet daily. On the arrival of a lugger from England on the 19th, it was said amongst a few of the squadron, Sir Roger Curtis was coming from Ireland with 8 sail of the line. Captain Hope

Alcmene was dispatched for Sir Horatio immediately. On the 23rd the signal was for Sir P. — is being in sight by the ships he look — Earl St. Vincent immediately the advanced squadron to for Captain Troubridge. On he made the signal for that is the advanced confidence we were all

going to the relief of the King of Naples, against whom it was supposed the armament of Toulon was intended, and that the fleet in sight was Sir Roger Curtis. The Alcmene had been dispatched to Sir H. Nelson to order him, in case the Toulon armament was ready, to proceed with his ships to Gibraltar, leaving the Emerald and Bonne Citoyenne to watch their motions ; the Transfer to Naples, to acquaint that court we were on our way. In the evening the advanced squadron's signal was made to weigh, and as soon as dark [we] bore up for Gibraltar, the Earl having sent orders to Sir Roger to direct Captain Markham with five ships to take our station in the advance before daylight. On the 30th, off Gibraltar, we were joined by the Audacious, Leander, and Mutine brig, when having a favourable western gale [we] bore away. In the afternoon, the fleet having spread to endeavour to meet Sir Horatio, if coming down, spoke the Caroline and a French corvette Sir H. had taken and sent down with dispatches for the Commander-in-Chief, which Captain Troubridge opened ; finding the enemy's armament was nearly ready about the 15th of May and expected to sail daily. She had spoke the Alcmene off Barcelona. Captain T[roubridge] ordered a very good look-out to be kept constantly for Sir Horatio, and ordered Captain Hardy in the Mutine to go [to] the northward of the Islands, and we passed to the southward ; that in case he should meet Sir H[oratio] N[elson] we were *on* our way to join him with very particular orders for him, and that we should proceed to his rendezvous off Cape Sicie. On the 8th we joined the Vanguard as appointed, under a jury fore mast with the Mutine ; and was told Sir Horatio had not seen the Alcmene, but that the Mutine had spoke her with the Terpsichore off Minorca ; that Captain Hope told Captain

Hardy the French armament had sailed from Toulon on the 19th of May, [and] that the Vanguard the day following lost her fore mast in a gale of wind, and from that circumstance he was sure she was gone to Gibraltar. The Emerald, Terpsichore, and Bonne Citoyenne parted from her afterwards in the gale, and they had said they were also certain she was gone down the Mediterranean; and [from] their not having seen the Orion or Alexander, they supposed those ships with them [her?]. Captain Hope had dispatched the Emerald and Bonne Citoyenne to watch the movement of the enemy and gain every information as to their route, and then proceed to Gibraltar, where he, Captain Hope, was going if he had not fallen in with the Mutine. But as he understood from Captain Hardy, Captain Troubridge was gone to the southward of Minorca, he would endeavour to fall in with him and try to persuade him to go immediately round the south end of Sardinia, and he was sure he would be at Naples before the French fleet, which was seen off Cape Corse the 29th May; and told Captain Hardy he had better go with him; but Captain Hardy very properly said, 'I must follow my orders unless you give me other directions,' as should he not fall in with the Admiral he was certain of falling in with Captain Troubridge or at least of obeying his orders. Our not falling in with the Alcmene and joined Sir Horatio and the Orion and Alexander near, which the 50¹ was sent to look after, they joined on the next day.² We found the Admiral had been to St. Pierre, SW side of Sardinia, to refit and had totally lost his frigates; [and] had taken some good prizes,

¹ The Leander.

² This sentence is unintelligible. Perhaps 'We did not fall in with the Alcmene, and joined Sir Horatio, with the Orion and Alexander near,' &c., is meant.

the day before we joined. We immediately made sail for Cape Corse and Naples. Off Civita Vecchia spoke a Tunis cruiser, who told us the enemy's fleet passed Cape Trapano in Sicily steering to the eastward on the 4th June. We imagined they were for Syracuse, and the Admiral made the signal to signify he expected it. On the 16th off Ischia sent Captain Troubridge in the *Mutine* to Sir William Hamilton at Naples, in the hope of gaining some assistance in force, or at least some frigates from the King, as well as information. We found the French had attacked Malta on the 9th May, but nothing farther respecting them. The King could not give us the smallest force, as his territories were not attacked and of course they were at peace ; but promised in case Sicily should be attacked he would put his whole naval force under his (Sir Horatio's) command, and should keep all prepared. We, instantly Captain Troubridge returned, bore away for Messina ; passed the Faro the 20th, and learnt Malta had surrendered with little resistance. All sail was crowded, and on the morning of the 22nd off Cape Passaro the *Mutine* spoke a Ragusan brig, from Malta, who said that Bonaparte had sailed from thence with 16 sail of the line, 10 frigates, mortar vessels, gunboats, and 400 sail of transports, and gave out he was going to Sicily. He lost sight of them, on the 18th. From all accounts (otherwise) we could not suspect them of going to Sicily and were almost positive, from the strong western gales, they were gone to Alexandria. We immediately bore up, and arrived off Alexandria the 28th June without receiving any further information. The *Mutine* was sent on, and one of her lieutenants sent on shore to the Consul to gain information, or if they knew anything of their coming that way. Unfortunately the Consul was away on leave of

absence, and all the information that could be obtained, [which] was from a stupid vice Consul, not an Englishman, and from the Governor, was, that a vessel that had a few days before arrived from Leghorn had brought a report they were coming to Egypt with the armament, and nothing further. In coming up we kept a direct course. Sir Horatio not gaining anything satisfactory here, supposed they had gone to Corfu to complete their water, &c. The wind being to the NW he made sail on a wind to the northward to endeavour to get back again as fast as possible ; holding in mind they might be gone to Sicily. We made the coast of Caramania, and passing along with various slants of wind to the southward of Candia, to the south end, when we spoke a vessel from Tunis which said they had heard or seen nothing of the French at that place, which he left the 2nd July. We then imagined them at Corfu ; however we were undeceived the next day by a Tripoli cruiser, who was from Corfu and had seen or heard nothing of them. The Admiral now finding a favourable slant of wind for Syracuse, determined to make the best of his way thither, to get information, complete water and get refreshments ; and he was of course the more inclined to this not having a single frigate to gain intelligence. We anchored at Syracuse, the 20th in the evening ; and from the extraordinary good watering place we found, added to the attention of the Governor and people, we obtained every refreshment ; each ship taking twenty bullocks, lemons, onions, &c. And the information we gained here was that the enemy were to the eastward of Candia, and that we had missed them from want of ships to look out, not being able to risk the separation of a two-decked ship. We sailed this Tuesday night of the 24th, and pressing sail spoke off Sapienza several

vessels, &c.; and Captain Troubridge went into Coron, where he took a French brig, the Turks telling him we were their friends, as Bonaparte had attacked Egypt. This corresponding with the information of the other vessels and the French vessel from Limasol in Cyprus, we were sure they were at Alexandria and pushed for it immediately, sending a boat to Gozo when passing it which confirmed the other accounts. On the 31st in the evening the Alexander and Swiftsure were ordered ahead; the next day at half-past 10 Alexander made the signal for the land; at half-past 11 we saw it was Alexandria, and as we approached we could plainly discern, there were many more vessels in the port than when we were there before, and the Alexander made the signal for six French ships of war lying in the port, and we soon discovered the enemy's fleet had been here. I immediately kept well to the eastward of the Admiral to try if I could make out anything at Aboukir, as did also the Goliath. At about half-past 1 o'clock the man at the mast-head said he saw a sail and instantly a fleet at anchor. I sent a glass up and they told me there were sixteen or eighteen large ships, they thought sixteen of the line. I immediately made the signal to the Admiral, who instantly made all sail and the signal to prepare for battle. The wind being to the NNW and sometimes more northerly, we were obliged to haul our wind, and the Alexander and Swiftsure who were to leeward [were] called in, and the Culloden who had her prize in tow being ordered by signal to cast her off and close, as she was somewhat astern. The Goliath and Zealous being ahead of the Admiral we of course kept our position. As we advanced towards the enemy we could plainly discover thirteen sail of the line, four frigates and several small armed vessels at anchor in the Road

of Bequier or Aboukir, very close in and in order of battle. The Admiral then made the signal to prepare to anchor and battle, and to attack the van and centre of the enemy, and soon after the signal for the line ahead as most convenient. As we got abreast of the end of the shoal at the entrance, being within hail of the Admiral and on his lee bow, Sir Horatio asked me if I thought we were far enough to the eastward to bear up round the shoal. I told him I was in 11 fathom, that I had no chart of the place, but if he would allow me I would bear up and try with the lead, which I would be attentive to, and lead him as close as I could with safety, it appearing to shoal regularly. He said he would be obliged to me. I then bore away and rounded the shoal, the Goliath keeping on my larboard bow, until I found we were advancing too fast from the Admiral. I shortened sail soon after the ship's advancing, and the Admiral only waiting to speak a boat, he made the signal for to proceed on. The Goliath and Zealous filling [filled], the Goliath ahead and Zealous following, and as we approached the van ship of the enemy shortened sail gradually; the Admiral allowing the Orion to pass ahead of the Vanguard as well as the Audacious and Theseus, we had not increased our distance much from those ships. The van ship of the enemy being in five fathoms water expected the Goliath and Zealous to stick on the shoal every moment, and did not imagine we should attempt to pass within her. The van with the mortars, &c., on the island firing regularly at us. Captain Foley of course intended anchoring abreast of the van ship, but his sheet-anchor (the cable being out of the stern port) not dropping the moment he wished it, [he] missed and brought up abreast of the second ship having given the van ship his fire. I saw immediately he had

failed of his intention, cut away the Zealous' sheet anchor and came to in the exact situation Captain Foley intended to have taken, the van ship of the enemy having his larboard bow toward the Zealous ; we having received very little damage notwithstanding a fire from the whole van, island, &c., as we came in. I commenced [such] a well-directed fire into her bow within pistol shot a little after six that her fore mast went by the board in about seven minutes, just as the sun was closing the horizon ; on which the whole squadron gave three cheers, it happening before the next ship astern of me had fired a shot and only the Goliath and Zealous engaged. And in ten minutes more her main and mizen masts [went] ; at this time also went the main mast of the second ship, engaged closely by the Goliath and Audacious, but I could not get her¹ commander to strike for three hours, though I hailed him twenty times, and seeing he was totally cut up and only firing a stern gun now and then at the Goliath and Audacious. At last being tired [of], firing and killing people in that way, I sent my boat on board her, and the lieutenant was allowed with the jolly-boat to hoist a light and haul it down to show his submission. From the time her fore mast fell they had been driven from the upper decks by our canister and musketry ; and I assure your Lordship from her bow to her larboard gangway the ports on the main deck are entirely in one, and her gunwale in that part entirely cut away, two of the main deck beams fallen on the guns in consequence. And [she] is so much cut up that we cannot move her without great detention and expense, so I fancy the Admiral will destroy her. And in doing all this I have the pleasure to say the Zealous had only seven men materially wounded. With regard to

¹ The Guerrier's.

how the other ships anchored I refer you to the enclosed. The Bellerophon unfortunately [anchored] alongside the Orient and was in two hours entirely dismasted, and cut her cables and went off before that ship took fire ; but she was most nobly replaced by the Alexander and Swiftsure, our worthy friend, and [the Orient] early afterwards took fire and blew up. The Alexander and Swiftsure having been sent on to look into Alexandria was the cause of their being so late in the action. The Admiral did not follow the van ship as he was afraid he might lead the ship too near the shoals and dangerous reef to windward, he having a very good chart of the place ; and of course might have lost the assistance of some ships which we could ill afford, the night approaching fast. This of course caused some of our ships to fire into each other, the enemy being between, and which could not be avoided. I am confident had I been in his situation and so late in the evening I should have acted the same way. Poor Troubridge in trying to make the shortest way to the enemy, being far astern, struck on a reef—though [the Culloden] is since got off with the loss of her rudder and other damage in her bottom—and he had no share in this most glorious victory. I believe had not the Culloden struck, the Alexander and Swiftsure in the dark would have got in the same place, so it may have been fortunate. On the blowing up of the Orient a part of the wreck fell and set fire to the Alexander's jib and fore topmast staysail, but the exertion of her officers and people soon got it under with the loss of some men. Captain Westcott was killed by a musket ball early in the action, but the loss was not felt ; her first lieutenant, Cuthbert, who was in the Montagu in the West Indies, fought the Majestic most gallantly during the remainder of the action as she

had commenced. The Bellerophon and she has suffered very much. In the morning the Theseus, Goliath, Audacious and Zealous were ordered in the rear, having little suffered; but, as I was going down, the Admiral made my signal to chase the Diane frigate, which was under way and attempting to escape. However she returning and closing with the enemy's ships that had not struck, I was called in and ordered to go to the assistance of the Bellerophon who lay at anchor the other side of the Bay; but as I was going down I perceived about 12 o'clock at noon, as I was getting near that ship, the Guillaume Tell 80, Généreux 74, Diane and Justice of 40, pressing to make their escape, being the only ships that were not in the least disabled. I immediately directed the Zealous to keep close on a wind, in the hope I should be able to bring them to action and disable them in such a manner as to allow our ships to come to my assistance (there being then none under sail), and that should I disable them at all they could not fetch out of the bay. I just weathered them within musket shot and obliged the Guillaume Tell to keep away to prevent my raking her; and, though I did them a great deal of damage, they were so well prepared as to cut every bowline, boom, topmast and standing rigging, sails, &c., away. I intended to have boarded the rear frigate, but could not get the ship round for a short space of time; and when I was doing it Sir Horatio called me in by signal, seeing I should only get disabled and not stop them with such a superior force. [He] called me in and thanked me most kindly for my conduct, on the opportunity I had of distinguishing myself, particularly on that occasion. I thought I only did my duty, and though the ship was a good deal cut in her sails and rigging, having by this last alone 40 shot in the mainsail, I only had one man killed and

none materially wounded. The Audacious was sent to the Bellerophon in my room, and I am now again to rights. Hallowell has wrote your Lordship, and your Lordship will have the general account from our brave Admiral, who I am sorry is again wounded, though now doing well, as his wound in the head is not dangerous, but troublesome. Some of our ships have suffered much, your Lordship, and I think the world in general will think this the most glorious victory ever gained, and most certainly be the ruin of the French army. Having now taken a courier from Bonaparte for France and the other generals at Alexandria, I cannot do better than send your Lordship some letters giving a description of the unhappy disposition of the French army although successful; and I trust when Bonaparte hears of this victory he will see all is *lost*. Lieutenant Duval, a relation of *Mr. Drake's*, is gone to India by way of Alexandretta. He is fourth lieutenant of the Zealous, and I pointed him out to Sir Horatio as a very proper person. Our frigates have not yet joined us. Probably your Lordship may think I am troublesome in sending so long an account, but the greatness of our success will I am sure, with your Lordship being informed of the circumstances, plead my excuse for so large a packet. In one of the letters intercepted and which Sir Horatio sends home is an odd circumstance. Young Beauharnais, Bonaparte's son-in-law, who is with him, in writing to his mother, says Bonaparte has been for some days past in appearance very much distressed, owing to some dispute with Tallien and another, and even with Berthier, which he did not expect. All this I think will add to our glory; we have taken the island that covered the van of the enemy, and brought off two brass 13-inch mortars, 2 brass 12 pounders field pieces, and 2 iron 12 pounders

destroyed. I must now conclude, my dear Lord, with my most sincere and hearty good wishes and remembrance to Lady Hood, Mr., Mrs. Hood, all their family, and beg all will accept my most hearty congratulations on the event of our success and the happiness our country must receive thereby.

I am, with the utmost esteem, and gratitude, your Lordship's very faithful and most affectionate humble servant.

SAMUEL HOOD.

ZEALOUS.

Memorandum¹ by Captain Webley.²

The Zealous first discovered and made the signal for the French fleet being in the Bay of Aboukir, on which Lord Nelson steered a course for them; as the squadron drew near the island and bay, the Vanguard, Zealous and Goliath were sailing nearly abreast of each other, within hail, and ahead of all the other ships. The Vanguard was on the outside, the Zealous next to her, and the Goliath inside. About this time we were nearly past the island, and Lord Nelson hailed the Zealous, asked if Captain Hood thought he might bear up for the enemy? Captain Hood replied, 'I cannot say, we have eleven fathoms water, but if you will allow me the honour of leading you into battle, I will keep the lead going.' He answered, 'You have my leave, and I wish you success,' and then took off his hat. Captain Hood, in endeavouring to do the same, let his hat fall overboard, and immediately said, 'Never mind, Webley! there it goes for luck! Put the helm up and make sail!' This was done directly, and as speedily followed by the Goliath, who, when the course was shaped, had

¹ From the original in the Hood Papers. Holograph.

² In 1815 took the name of Parry.

the lead of the Zealous (in consequence of being inside) about a ship's length. The two ships continued to run in this way until they got within shot of the enemy, when Captain Hood said to me, 'I see Foley does not like to give up the lead ; let him take it, he is very welcome to it ; therefore shorten sail, and let him place himself. I suppose he will take the van ship.' Upon the Goliath not doing so, Captain Hood determined upon it, and placed the Zealous so well, that in seven minutes her fore mast was shot away, and in twenty she was totally dismasted, and about eight o'clock I took possession of her without the Zealous having lost *one man!!!* Just before the Zealous closed with the four ships that made their escape, and brought them to action, Captain Hood proposed to me to lay the second ship (the Généreux of 74 guns) athwart hawse ; and had there been time for it would have done so, but the ships closed too rapidly.

W.M. HY. WEBLEY,
formerly 1st Lieut. of the Zealous.

Centaur, off Toulon, May 21, 1810.

AUDACIOUS.

Log.—ALEXANDER BRIARLEY, Master.—Official No. 2372.

August 1st.

P.M.—Standing towards the French fleet about 8 leagues east of Alexandria. Brisk gales and fine weather. At 3, the Admiral made signal to prepare for battle. 17 of the French in a regular line at anchor, the land about the western branch of the Nile as follows : Town of Aboukir SSE, Aboukir Isle WSW, and Rosetta NE by E. 20 minutes past 4, signal to anchor with a bower or sheet in abaft and springs, &c. 55 minutes past 4, signal to

engage the centre and van of the enemy. 38 minutes past 5, signal to form the line of battle as most convenient, without regard to the established order, and to steer the same course as the Admiral. 45 minutes past 5, signal for the ships leading [line] of battle, and others in succession to alter the course as the Admiral directs, to steer in succession, &c. 20 minutes past 6, signal to make sail after lying by. The enemy keeping a constant fire on our ships as we approach their line. 34 minutes past 6, signal to engage the enemy close. This is all the signals. At 16 minutes past 6, engaged the van ship of the enemy, fired three broadsides (larboard guns) and her main mast fell. 21 minutes past 6, came to with the small bower in 5 fathoms and about 20 fathoms distant from the 2nd ship of the enemy's line. 45 minutes past 6, got square alongside of her, on her larboard side, and commenced a heavy fire. At 15 minutes past [7], her main mast fell, and she struck. Sent our boats and boarded her; she is called le Conquéran of 74 guns and 700 men (the first ship of the enemy that struck). 20 minutes past 7, commenced firing on the 3rd ship of the enemy, being the ship the Vanguard was engaging, with our starboard quarter guns, and on the van ship of the enemy with our larboard bow guns (being the Zealous's opponent). At 5 minutes past 8, they both struck. About this time the action was general, and all ships engaged except the Culloden, who accidentally run aground and never got into the action. 48 minutes past 9, l'Orient of 126 guns caught fire and blew up; she set fire to the Alexander, then engaging her, but fortunately the flames were soon extinguished.

August 2nd.

A.M.—At 2 our prize's fore mast fell. Ships of the centre and rear still engaging. At daylight observed

7 of the enemy's line and 2 frigates in our possession and 2 of their ships drove on shore. 20 minutes past 7, one of the frigates blew up, the French set fire and abandoned her after striking to the English. Observed 4 of the enemy's ships under way. Observed the Zealous get under way, and fire at them at a great distance. Found after the action, 1 man killed and 36 wounded, and our masts, rigging, sails, &c., greatly damaged.

P.M.—Moderate breezes and fine weather. 20 minutes past 12, signal No. 7 for the Leander, Goliath, Zealous and Audacious to chase 4 of the enemy's ships under way in the SE. 40 minutes past 12, hove short on the small bower and cut per signal and stood towards the enemy. At 2, answered signal to assist ships in distress in the E by N. Brought up ahead of the Bellerophon, being totally dismasted and much disabled (the 4 French ships escaped).

August 3rd.

A.M.—Sent a boat with the master and sounded round the Bellerophon, and within $\frac{3}{4}$ of a mile of the beach found 7 fathoms regular soundings, sand and clay bottom. Sent a main topsail yard to the Bellerophon, &c.

AUDACIOUS.

Extract from a letter from Captain Davidge Gould to the Rev. Doctor Gould, D.D., Stapleford, Essex.

His Majesty's Ship Audacious, off Malta,
Dec. 2nd, 1796 [98].

My dear Uncle,—I did myself the pleasure to write to you from the mouth of the Nile by the Leander, but as that ship is unfortunately captured by the enemy, I cannot expect that you will ever receive my letter. I am therefore induced to avail myself of

the opportunity I now have to acquaint you of my health, which I am well convinced you will be glad to hear, after all my fatigue of the summer in search of Bonaparte. You will long since have been acquainted, by the arrival of Captain Capel, of our glorious victory over the French, more complete by far than we had any right to expect with the force we had, but the hand of Providence has interferred and made it decisive when more force might have been necessary.

I was particularly fortunate with le Conquérant which struck to the Audacious, and whose captain's sword was delivered unto one of my lieutenants. I brought my ship to an anchor so very near him, and on the opposite side from what he expected, that the slaughter became so dreadful in the ship that the French officers declared it was impossible to make their men stand to their guns.

We are now cruising before Malta to prevent the enemy from getting any supplies, as well as to prevent the escape of the Guillaume Tell, which escaped us at the Nile. The French have only the garrison of Valetta, the whole of the rest of the island being in the possession of the Maltese ; and, from the great discontent prevailing in the garrison, having already nothing but bread and water to subsist on, we are in great hopes to put the island in the possession of the Maltese again before long.

Your affectionate nephew,
D. GOULD.
ORION.

Log.—PETER SHUYLER BRUFF, Master.—Official No. 2842.

August 1st.

P.M.—Moderate breezes and fine weather. $\frac{1}{2}$ past 2, Zealous made the signal for 16 sails at anchor in

the SE. 45 minutes past, Zealous made the signal for 13 sail of the enemy's line, four frigates and 2 brigs; repeated the Admiral's signal to prepare for battle. The Admiral and squadron with a press of sail standing for the enemy. Employed clearing ship for action. 10 minutes past 3, Admiral made the signal to haul the wind on the larboard tack. 12 minutes past 3, Admiral made the Culloden's signal to cast off the prize. 20 minutes past 3, Culloden made the signal No. 22, Admiral answered in the negative. 25 minutes past, Culloden cast off the prize and made all sail to join the squadron. 50 minutes past 3, being nearly in with the Island of Aboukir, observed the enemy's force to consist of 13 sail of the line moored in order of battle and four frigates. Squadron standing in for them with a press of sail, Alexander and Swiftsure some distance to leeward close in with Alexandria carrying all possible sail to join us. At 4, the Admiral made the Mutine's signal to pass under his stern. 20 minutes past 4, Admiral made the signal to prepare for battle and anchor. At 5, Admiral made the signals Nos. 45 and 46, to attack the enemy's van and centre; repeated ditto. $\frac{1}{2}$ past 5, one of the enemy's brigs fired 2 guns to leeward. 45 minutes past, Admiral made the signal to form the line ahead and astern of each other as most convenient. Abreast of the Island of Aboukir, which fired on the headmost ships as they passed. 47 minutes past 5, Admiral made the signal to alter the course to starboard. Up mainsail; we made the Audacious's signal to keep in more open order. 10 minutes past 6, our squadron in the following order: Goliath, Zealous, Vanguard, Minotaur, Theseus, Bellerophon, Defence, Orion, Audacious, Majestic and Leander. Culloden some distance astern from having a prize in tow, which she cast off. Alex-

ander and Swiftsure to leeward ; they tacked to clear the reef. The Admiral hove to, we still continued closing in with the enemy. Admiral made the signal No. 66 to make sail after lying by and to close. We joined the Zealous and Goliath. $\frac{1}{2}$ past 6, the enemy hoisted their colours and began firing on the Zealous and Goliath. 40 minutes past, Admiral made the signal for close action ; repeated ditto. Zealous and Goliath anchored opposite the first and second ships of the enemy and opened their fire. In our passing the enemy's van gave them our fire. The Admiral passed the starboard side of the enemy's van and anchored abreast of the third ship, as also did a number of ships who took their stations in the rear of our Admiral. In our passing the third ship of the line a frigate began to fire on us ; got the starboard guns to bear on her which totally dismasted her, and some little time after sunk in shoal water, with her upper works above water. At 45 minutes past 6, we let go our best bower anchor and veered till abreast of the fourth ship in the enemy's van ; opened our fire. As we tended on two of the ships in the rear, the one a three-deck ship, and when brought up, continued a heavy and well-directed fire on the ships abreast of us. Observed a fire raft coming down on us from one of the enemy's headmost ships. The boat over the stern shot through. Prepared to boom her off ; a little time after she drifted clear of our larboard bow about 25 yards and passed on our lee quarter. 55 minutes past 6, the action became general from van to centre. At 7, observed 2 of the enemy's ships in the van dismasted and several others much disabled. The fire heavy on both sides. Hoisted 4 lights horizontally, the night signal. $\frac{1}{4}$ before ten, perceived the 3-deck ship on fire abaft. At 10, ceased firing on account of the

Leander being in the direction of our guns. Five of the enemy's van ships had been silenced some time. The fire having communicated fore and aft of the three-deck ship, secured the magazine, lowered down the ports, handed the sails, expecting every moment she would blow up. $\frac{1}{2}$ past 11, she blew up. Observed a few minutes after, the Alexander to be on fire forward from the explosion, but was happily extinguished by their cutting their cable and getting before the wind. The rear of our ships keeping up a heavy fire. 14 French seamen swam on board us from the 3-deck ship.

August 2nd.

A.M.—At 2, observed one of our ships in the rear to have lost her main and mizen masts. $\frac{1}{2}$ past 3, the fire ceased on both sides. Our ship much disabled in yards, sails, and rigging, both fore and mizen masts almost gone from being cut through in several places. At daylight, found 7 of the enemy's ships had struck, the Bellerophon in the east quarter at some distance totally dismasted, the Culloden in the NW on shore. Theseus weighed and stood down in the enemy's rear which had not struck. $\frac{1}{4}$ past 4, Culloden made the signal for having her rudder damaged. At 5, Theseus, Majestic and Alexander renewed the action on the rear of the enemy. Leander weighed and stood to the eastward. $\frac{1}{4}$ past 5, Admiral made the Leander's signal to assist ships in battle. Lieut. James Barker with 1 petty officer and 8 seamen went on board and took possession of one of the enemy's ships that had struck the preceding night. $\frac{2}{3}$ past 5, one of the enemy's frigates discharged her broadside into the Theseus and struck her colours. 10 minutes after, perceived her to be on fire and soon after blew up. $\frac{1}{4}$ past 6, Goliath weighed and stood down to 2 of

the enemy's ships supposed to be on shore, the headmost of which struck her colours. At 8, the sternmost of the two also struck her colours. At 10 moderate breezes and fine weather. 8 of the enemy's line-of-battle ships had struck. 4 of the enemy's ships of the line some distance to leeward and 2 frigates; one of their ships of the line totally dismasted. At 11, observed 3 of the above ships and two frigates preparing to get under way. The Zealous in the NE at a long distance on the larboard tack. Admiral made the Zealous's signal to tack. Repeated ditto. Noon. Ditto weather. Employed repairing the damages sustained in the action. Gave the ship's company 36 gallons of wine as an extra allowance in consequence of the action.

P.M.—Moderate breezes and fine weather. Employed repairing the damages sustained in the action, sailmakers repairing the main topsail. Carpenters preparing fishes for the fore and mizen masts. $\frac{1}{2}$ past noon, observed 3 of the enemy's line-of-battle ships and 2 frigates had weighed and had made sail on the larboard tack. The Admiral made and repeated the Audacious's signal to weigh. 35 minutes past, her signal to cut or slip. The Zealous in the NE on the larboard tack at some distance. The Admiral made her signal to tack, repeated ditto. At 1, the Zealous tacked and stood to the NE. $\frac{1}{4}$ past, Audacious weighed; a few minutes after observed one of the enemy's ships of the line had got on shore and lost her fore mast, the other two still on the larboard tack. The Zealous on the starboard tack. In passing the two enemy's ships Zealous gave them her fire, which was returned by the ships and the 2 frigates. At 2, Admiral made the Audacious's and Leander's signal No. 9. At 4, Zealous, Audacious and Leander anchored. Midnight, ditto weather.

August 3rd.

A.M.—Moderate breezes and fine weather. $\frac{3}{4}$ past 5, repeated the Leander's signal to weigh. At 6, Leander weighed. $\frac{3}{4}$ past 8, repeated the Admiral's signal for letters to Gibraltar. The same time Admiral made the Zealous's signal to weigh. Zealous answered inability. $\frac{3}{4}$ past 8, answered the general signal for all midshipmen. $\frac{1}{2}$ past 10, Admiral made the Leander's signal to chase SSE, to engage and make more sail. Theseus weighed, and both Theseus and Leander standing down towards two of the enemy's line-of-battle ships, one of which totally dismasted, the other still on shore with her fore mast gone. 50 minutes past 10, observed the enemy's ship which was on shore to be on fire. At 11, Theseus and Leander anchored, one upon each bow of the dismasted enemy's ship; soon after a flag of truce went on board the Leander from the above ship, which struck her colours. At 11, the enemy's line-of-battle ship blew up. Noon, ditto weather. Employed fishing the fore mast, knotting and splicing the lower and running rigging.

THESEUS.

Journal.—Lieutenant T. C. BRODIE.—Official No. 9963.

August 1st.

P.M.—Moderate breezes and clear. The Admiral made signal for all cruisers. Vanguard WSW $\frac{3}{4}$ of a mile. At $\frac{1}{4}$ past 2, the Zealous made the signal for 16 of the line. Admiral made the signal to prepare for battle and Culloden to cast off her tow. Swiftsure and Alexander being to the southward. Hauled our wind on the larboard tack, the remainder

of the fleet being all together, Goliath leading, Zealous next, then the Admiral and Theseus astern of him, Minotaur, Bellerophon, being on our quarter. A brig of the enemy's stretching out from their fleet. Wore gradually round so as to bring the wind on our starboard beam, when the Admiral made the signal to heave to, and all preparation to be made by taking the sheet cable out of the gun-room port and to be bent into the sheet-anchor. Culloden yet a considerable distance astern, as were the Alexander and Swiftsure still further. Captain Berry hailed and gave us the Admiral's orders to become his second ahead. Made sail and hove to ahead of the Vanguard, and made all preparations to engage. At —, the Admiral made the signal to bear down, the Goliath leading the enemy's [our] line and, closing with the enemy's van, opened a heavy fire, the Zealous, Orion and Audacious being on our starboard bow. Observed the Goliath open her fire on the enemy's van, going round the headmost ship, and anchored inside the enemy's line, their shot going over us ; the Zealous, following the Goliath, anchored on the inner bow of the headmost ship. We passed round the headmost ship and opened our fire the moment she was end on, which was nearly sunset. We came to with the sheet-anchor and ran out $\frac{1}{2}$ a cable astern, and dropped the best bower in $5\frac{1}{4}$ fathoms in a direct line with the Goliath, and in a direct line with the enemy's 3rd ship, the Spartiate, about 2 cables distant and engaged her. The Orion soon after passing round her off side placed herself in the same line, with her head towards us. Soon after the Admiral placed himself on the Spartiate's opposite side. We ceased firing and opened our fire abaft the main mast, with double round shot, on the 2nd ship [on] whose inner bow the Audacious had

anchored. We opened our fire on the 4th ship and continued that mode of firing till we observed the enemy's van had ceased firing. About — the 1st, 2nd, and 4th and 6th ships of the enemy's line totally dismasted and the 3rd nearly so. Employed getting up shot and repairing damages, and bunting the courses being much cut. Observed the French Admiral catch fire and burn with great rapidity. Sluiced the ship with water and sent an additional quantity into the tops. Employed getting a hawser into the boats to bring to the Orion to haul her further ahead from l'Orient. Meanwhile an officer came alongside¹ to request our assistance, but meanwhile, before the boat put off, the Orient blew up and set the Alexander on fire, to whom we sent our boat with fire buckets and shortly had the fire extinguished. Sent Lieut. Brodie to take possession of la Sérieuse.

August 2nd.

A.M.—We discovered a dismasted frigate on our starboard beam. Sounded between us and some of the enemy's ships that had quitted the line and run in shore with their masts standing. Two of our ships, the Majestic and Alexander, at action at intervals with the enemy's rear. Hove up the best bower, at which time an officer from the Alexander came with the Admiral's orders that we was to go to the assistance of the aforesaid ships. Weighed and came to with the sheet-anchor, ran out a cable and dropped the best bower in 6 fathoms, placed nearly in a line with the Alexander and Majestic, two line-of-battle ships that quitted their stations being within long-shot of our starboard quarter, and a frigate near us with her broadside on, on our stern.

¹ It would be interesting to know from what ship the officer came.

At sunrise the Guillaume Tell of 84 guns, having cut or slipped, was passing their next ship ; we opened our fire on them. A few minutes after the Alexander and Majestic were in action with the four ships and observed them drive ; we veered two cables of the best bower and shot into 5 fathoms till she had got further from us. Turned our fire on the other two ships on our starboard quarter, she being aground. Compelled l'Heureux to strike her colours, sent Lieut. Brodie to take possession of her. The Goliath at the [this] time joined us. Opened on le Mercure, and she likewise struck and possession taken by Lieut. Hawkins, who resigned to an officer of the Alexander. L'Artémise, having fired her broadside and hauled down her colours, sent a boat to take possession of her ; found her to be on fire, but soon blew up. We opened a slow but well-directed fire on le Timoléon, which went on shore and her fore mast instantly fell. The Guillaume Tell and Généreux got under way, with two remaining frigates, and stood out of the bay ; and passing the Zealous on opposite tacks, received and returned all their fire, and soon after the signal of recall being made, the enemy got off and was soon out of sight, she being in the rear and received but little damage. There remained now only two with French colours flying, the Timoléon on shore and le Tonnant, 80, totally dismasted.

August 3rd.

A.M.—Hove up the best bower and discovered the Tonnant had hoisted a flag of truce. We run down under topsails within $1\frac{1}{2}$ cables length and dropped the best bower on her larboard bow, and Leander came to on her starboard bow, and sending a boat on board, she surrendered. Soon after saw the Timoléon on fire and blew up. There being

now no enemy to contend with, we beat the retreat and returned thanks to the Almighty God, who being instrumental to so glorious a victory and the seventy times hulled,¹ we had the happiness to find only 6 killed and 31 wounded. Our mizen mast and fore and main yards badly wounded. Moderate breezes and clear. Employed knotting and splicing the rigging. Carpenter, sailmakers and all hands employed as necessary. Le Tonnant having struck her colours, Captain Thompson, of the Leander, sent an officer to take charge of her, who was relieved by Lieut. England. Employed as necessary.

THESE US.

Captain Miller to Mrs. Miller.

[Nicolas's Despatches and Letters of Viscount Nelson, vol. vii. pp. cliv.-clx.]

On the 28th of July, being off the Gulf of Coron in the Morea, the Culloden stood into it and learnt from the Turkish Governor that the enemy were at Alexandria, and brought out with her a French brig loaded with wine. Soon after she joined the Admiral, he bore up for Alexandria with the signal flying, that he had intelligence of the enemy, and, constantly keeping the worst sailing ship under all sail, we arrived off that port the 1st of August, at noon, and, seeing nothing of the French there, stood alongshore to the eastward, when, about three-quarters past 2, the Zealous made the signal for 16 sail of the line at an anchor, and soon after we discovered them from this ship. Here let me pause till I can make you perfectly understand the state of the fleet at that moment. We had a fine breeze of north wind, smooth water, and fair weather, the body extending about three miles easterly and westerly without being in any order of sailing, and going about five miles an hour under topsails, generally. The Culloden under all sail about seven miles astern, with the wine brig in tow (an article of which the fleet was running short), the Alexander and Swiftsure being far ahead on the look out,

¹ Perhaps 'though seventy times hulled' is meant.

THE NILE

and, chasing when we were steering SE by E, were thrown considerably to leeward by our change of course after making Alexandria; and at the time of the enemy being discovered, I should think were full nine miles to the northward of us. The Zealous and Goliath were the most advanced ships next to the Admiral, and a posse of us near him; the Majestic and Leander, I believe, the sternmost, exclusive of the Culloden: the general signal of recall having been made about 2 o'clock, the Swiftsure and Alexander standing towards us with all sail on a wind, and the Mutine within hail of the Admiral.

The Zealous, after previous signals, announced to the Admiral, at three-quarters past 2, that 16 sail of the line were at an anchor E by S, and in a few minutes after, we all discovered them. At 3, the Admiral made the signal to prepare for battle—at half-past 3, for the Culloden to quit the prize. At 25 minutes past 4, to prepare for battle, with the sheet cable out of the stern port, and springs on the bower-anchor, &c., &c.—at 54 minutes past 4, that it was the Admiral's intention to attack the van and centre of the enemy. At 40 minutes past 5, to form the line of battle as most convenient ahead and astern of the Admiral; and immediately after, for the leading ship to steer one point more to starboard. The Goliath was leading, the Zealous next, then the Vanguard; the Theseus followed close to her stern, having the Bellerophon close on the weather quarter, and Minotaur equally so on the lee quarter: I do not recollect the order of the other ships. We wore gradually round, preserving our order till we brought the wind on the starboard beam, when the Admiral hove to, to speak the Mutine about three miles from the enemy, who were making signals and heaving on their springs. I took this opportunity to pass the Admiral to leeward and endeavour to obtain the honour of leading the fleet into battle, as the Culloden, the only ship ahead of us in the regular line, was still considerably distant; but Captain Berry hailed as we passed, and gave me the Admiral's order to become his second ahead, in consequence of which I hove to close ahead of him, and the Orion and Audacious passed us. We had before got springs on both our bower-anchors, the stream cable passed out of the stern port, and bent to its anchor; and were now doing the same by the

sheet, being in all other respects in the most perfect order for battle. The enemy had 13 large ships anchored in close order of battle, in the form of a bow, with the convex part to us, l'Orient, of 120 guns, making the centre of it, the string of the bow being NW & SE, and four frigates a little within them, with a gun and mortar battery on a small island about three-quarters of a mile from their van ship, and three mortar boats placed near the frigates. In about five minutes after bringing to, the Admiral made the signal to make sail again, the leading ship first, when the Goliath, in a very gallant and masterly manner, led along the enemy's line, gradually closing with their van, which, as well as the battery on the island, opened its fire. At 40 minutes past 6, the Admiral made the signal to engage the enemy close, the Goliath passing round and raking the enemy's van ship (the Guerrier), brought up with her stern anchor inside of and abreast their second ship (the Conquérant). Zealous following likewise raked the Guerrier, brought down her fore mast, and came to with her stern anchor on her inner bow. The Orion, from her previous situation, described a little wider circle, passed the off side of the Zealous, and made a wider sweep in order to come to with one of her bowers ; in doing which she completely knocked up the Sérieuse frigate, which lay in her way, having made such a wreck of her, that on her driving, presently after, on a shoal, all her masts fell, and she filled with water. I think the Orion must have touched the ground from the time between her passing the Zealous and her coming to nearly abreast the inner side of the fifth ship (the Peuple Souverain) ; for, though she passed the Zealous before us, we had completely brought up abreast the inner beam of the Spartiate, the third ship, and had been in action with her four or five minutes before the Orion came to. In running along the enemy's line in the wake of the Zealous and Goliath, I observed their shot sweep just over us, and knowing well that at such a moment Frenchmen would not have coolness enough to change their elevation, I closed them suddenly, and, running under the arch of their shot, reserved my fire, every gun being loaded with two and some with three round shot, until I had the Guerrier's masts in a line, and her jib-boom about six feet clear of our rigging ; we then opened with

such effect, that a second breath could not be drawn before her main and mizen mast were also gone. This was precisely at sunset, or 44 minutes past 6; then passing between her and the Zealous, and as close as possible round the off side of the Goliath, we anchored exactly in a line with her, and, as I have before said, abreast the Spartiate; the Audacious having passed between the Guerrier and the Conquérant, came to with her bower close upon the inner bow of the latter. We had not been many minutes in action with the Spartiate when we observed one of our ships (and soon after knew her to be the Vanguard) placed herself so directly opposite to us on the outside of her, that I desisted firing on her, that I might not do mischief to our friends, and directed every gun before the main mast on the Aquilon, and all abaft it on the Conquérant, and giving up my proper bird to the Admiral: the Minotaur, following the Admiral, placed herself on the outer side of the fourth ship (Aquilon), and the Defence on the fifth, or Peuple Souverain. The Bellerophon, I *believe*, dropped her stern anchor well on the outer bow of l'Orient (seventh ship), but it not bringing her up, she became singly opposed to the fire of that enormous ship before her own broadside completely bore, and then sustained the greater part of her loss; she then either drifted or sailed along the French line, and came to anchor about six miles eastward of us, where we discovered her next morning (without a mast standing), with her ensign on the stump of the main mast. Captain Darby was wounded at the beginning, and poor Daniel, 1st lieutenant, as well as the 2nd and 4th, killed. As well as I can learn, the Majestic, whether owing to the thickness of the smoke at the shutting in of the evening, or that her stern cable did not bring her up in time, ran her jib-boom into the main rigging of l'Heureux, ninth ship, and remained a long time in that unfortunate position suffering greatly: poor Westcott was almost the first that fell, being killed by a musket-ball in the neck. She got disentangled, and brought her broadside to bear on the starboard bow of the Mercure, the tenth ship, on whom she took a severe revenge; having laid that bow almost open, she also had only a fore mast standing at daylight. My noble and glorious neighbour, on the 14th of February, the gallant Captain Troubridge, of the Culloden, had the mis-

fortune to strike and stick fast, spite of all his efforts, on a shoal, but little out of gun-shot of the battle, to his inconceivable mortification, though individually it could not have happened better than to him, or publicly worse, as no naval character for indefatigable zeal, courage, and ability stands higher than his, or is built on a broader basis ; while, on the other hand, it was to us the loss of force of a ship that is without a superior. I think it very likely she saved the three following ships from the same mischance. My worthy friends Hallowell and Ball got among us a few minutes after 8 o'clock, the Swiftsure coming to, with her stern anchor upon the outer quarter of the Franklin (the sixth ship), and bow of l'Orient, so as to fire into both, and the Alexander bringing up with her stern anchor close upon the inner quarter of l'Orient. When the five headmost ships of the enemy were completely subdued, which might have been 9 or half-past, the Leander came to with her stern anchor upon the inner bow of the Franklin, being thus late by proffering assistance to the Culloden. Having now brought all our ships into battle, which you are to suppose raging in all magnificent, awful, and horrific grandeur, I proceed to relate the general events of it as I saw them. The Guerrier and Conquéran made a very inefficient resistance, the latter being soon stripped of her main and mizen masts, they continued for a considerable time to fire, every now and then, a gun or two, and about 8 o'clock, I think, were totally silent. The Spartiate resisted much longer, and with serious effect, as the Vanguard's killed and wounded announces, who received her principal fire ; her larboard guns were fired upon us in the beginning with great quickness, but after the Admiral anchored on his starboard side, it was slow and irregular, and before or about 9 o'clock she was silenced, and had also lost her main and mizen masts : the Aquilon was silenced a little earlier, with the loss of all her masts, having the whole fire of the Minotaur on her starboard side, and, for some time, near half ours on her larboard bow. Le Peuple Souverain was, about the same time, entirely dismasted and silenced, and drifting between the Franklin and Orion, when the Leander came into the battle, and took her place immediately on the Franklin's larboard bow, the Swiftsure having been long on her starboard quarter, and Defence, after le Peuple

Oppressed every instant upon her shattered bow; while she was thus unshipped, during my fire, I perceived fire in the Orion, when the heavy broadside from all the Hermes's guns struck it, so that she was soon in a blaze displaying a most gory and awful spectacle such as I never would have dreamt from the nature of these but now pity was added, at the sight of the countenance of the numerous crew, who, according their impudencies and blood-thirsty natures, had not been committing; and when she blew up, when I looked through I endeavoured to stop the momentary flame of the fire; I perceived my heart scarce felt a single spark for their fate. Indeed all the anxiety was in a moment caused both by a desire of safety for her, at seeing the Hermes on fire in several places; and a boat that was riding in a harbor, in order to sweep the Orion further from me, I filled with fire-buckets and sent instantly to her, and was putting the engine in another just returned from running, when I had the unspeakable happiness of seeing her get before the wind, and extinguish the flames. There was now no firing, except towards the French rear, and that quite a broken disconnected one. Just after Morient blew up, I discovered by the moonlight a dismasted frigate on our inner beam, and sent Lieutenant Brodie to take possession of her if, on hailing, she surrendered, and, if not, to burn false fires, that we might compel her to it; the first took place, and he sent me the captain and three officers of the Sérieuse frigate, which, having been severely handled by the Orion, had got aground, and filled with water in trying to escape, and all her masts gone: her crew, except thirty, had abandoned her. I, at this time, also, perceived a group of the enemy's ships about a mile and a half within us, which must have moved there after the attack, and sent one of the mates to sound between us and them (the master being employed sounding within us, and examining the state of the Sérieuse); and being, as well as the officers and people, greatly fatigued, I was happy to snatch half an hour's sleep, from which, in a little time, I was roused by Captain Hood of the Zealous, who came to propose that our ships and the Goliath should go down to the group of ships; when, finding that my boat was sounding between us and them, it was agreed to wait

the report of the officer on that service : meanwhile we prepared for it, and were lifting our bower-anchor, when an officer from the *Swiftsure* came to say, the Admiral wished us all to go to the assistance of the *Alexander* and *Majestic*, then exchanging an irregular fire with the enemy's rear ; and while we were lifting our stern anchor for that purpose, a lieutenant of the *Alexander* came from the Admiral to us, and any other ships that could renew the action, to desire us to go down to these ships, and slip our cable if necessary. All firing had now ceased about ten minutes, I therefore hove up the stern anchor, and ran down under staysails, till I passed the *Majestic*, when we dropped our sheet-anchor, and, having run out a cable, let go our bower, so as to present our broadside to the enemy in a line with the *Alexander*, and leave a clear opening for the *Majestic* (who appeared to have suffered much) to fire through. We were some time before we had our broadside to bear, our bower not at first holding ; but happily the enemy made no use of the opportunity, though three of their broadsides bore on our bow from the different distances of about $2\frac{1}{2}$ to 5 cables ; besides these, which were two 80 and two 74's and one of which appeared not to have suffered anything, there were two 74's on our starboard quarter that did not appear to have been at all in action, about half gun shot from us ; a 36 gun frigate, about the same distance, whose broadside bore immediately on our stern, and two others of 40 guns, at the longest range of shot, being the group I have before mentioned. Finding myself thus situated, a principal object to all the French ships, and the sole one to the group, I was resolved to remain quiet as long as they, and the *Alexander* and *Majestic*, chose to be so, to give time to the *Goliath*, *Zealous*, and *Leander* to join us, neither of which were yet moving ; and I sent an officer to tell Hood I waited for them. My people were also so extremely jaded, that as soon as they had hove our sheet-anchor up they dropped under the capstan-bars, and were asleep in a moment in every sort of posture, having been then working at their fullest exertion, or fighting, for near twelve hours, without being able to benefit by the respite that occurred, because, while *l'Orient* was on fire, I had the ship completely sluiced, as one of our precautionary measures against fire or combustibles falling on board us, when she blew

up. It was some time before daylight that we reached our new position : observing the Guillaume Tell moving, and having the Généreux and her exactly in one, as she passed under our stern, I could no longer wait, particularly as none of the other English ships were yet in motion, but precisely at sunrise, opened my fire on these two ships, as the Alexander and Majestic did immediately after ; this was directly returned, principally by the Guillaume Tell and Tonnant. After a little time, perceiving they all increased their distance, we veered to two cables on each anchor, and soon after the Leander came down, and having anchored without the Alexander, commenced a very distant fire. These four ships, having at length by imperceptible degrees got almost to the utmost range of shot, we turned our whole fire upon the two line-of-battle ships that were on our quarter, and whom we had now long known to be on shore ; the Majestic and Alexander firing a few shot over us at them, as the Leander may perhaps have done. In a short time we compelled l'Heureux, 74, to strike her colours, and I sent Lieutenant Brodie to take possession of her, and from her to hail the other ship to strike immediately, or she would else soon be involved in so much smoke and fire, that we, not being able to see her colours come down, might, unintentionally, destroy all on board her. Just as the boat got there, the Goliath anchored on our outer quarter and began to fire, but desisted on my hailing her ; and, presently after, Mercure, of 74 guns, hauled her colours down ; also as l'Artémise, 36, after firing her guns shotted, had done just before. I sent Lieutenant Hawkins to take possession of Mercure, and Lieutenant Hoste of Artémise ; the former, on a lieutenant of the Alexander afterwards coming, delivered her into his charge, and returned on board ; and when the latter got within about a cable's length of the Artémise, perceiving she was set on fire by a train, and that her people had abandoned her on the opposite side, he also returned on board : after burning about half an hour, she blew up. This dishonourable action was not out of character for a modern Frenchman : the devil is beyond blackening. We were now thus situated in the Theseus : our mizen mast so badly wounded that it could bear no sail ; our fore and main yards, so badly wounded that I almost expected them to come down

about our ears, without sail ; the fore topmast and bowsprit wounded ; the fore and main sails cut to pieces, and most of the other sails much torn ; nine of our main and several fore and mizen shrouds, and much of our other standing and running rigging shot away ; eight guns disabled, either from the deck being ploughed up under themselves, or carriages struck by shot, or the axle-trees breaking from the heat of the fire ; and four of them lower deckers. In men we were fortunate beyond anything I ever saw or heard of ; for though near 80 large shot struck our hull, and some of them through both sides, we had only 6 men killed and 31 wounded : Providence, in its goodness, seemed willing to make up to us for our heavy loss at Santa Cruz. Hawkins and myself were the only officers from whom blood was drawn, and that in a very trifling way. The enemy were anchored again at the long range of shot, and many large boats from the shore were passing to and fro among them ; and the Justice frigate was playing about under sail, and at length stood out of the bay, as if to make her escape. The Zealous, after being some time under way without the fleet, was, at this time, standing down towards us, but stood out again as the Admiral made her signal to chase the frigate, who stood back into the bay, the Zealous remaining outside. Hearing it was the enemy's intention to take their men out of their line-of-battle ships and set them on fire (for, from what information we had, we supposed them on shore, being ourselves in $4\frac{1}{2}$ fathoms), I caused a cool and steady fire to be opened on them from our lower deckers only, all of which being admirably pointed by Lieutenant England, who commanded that deck, they soon drove the boats entirely away from all their ships, and doubtless hulled them frequently, particularly the Timoléon. The boats having abandoned them, the Guillaume Tell, the Généreux, the Timoléon, with the Justice and Diane frigates, got under way, and stood out of the bay in line of battle ; the Timoléon, being under our fire all the time, cast in shore, and, after appearing to make another attempt to wear, stood directly for the shore, and, as she struck, her fore mast went over the bows ; the Tonnant being dismasted, remained where she was. The Admiral made the Zealous's, Goliath's, Audacious's, and Leander's signals to chase the

others ; the Zealous very gallantly pushed at them alone, and exchanged broadsides as she passed close on the different tacks ; but they had so much the start of the other ships, and now of the Zealous, who had suffered much in her rigging, and knowing also they were remarkably fast sailers, the Admiral made the general signal of recall, and these four ships were soon out of sight. The ships under way being readier, having suffered less damage in the action, been not half the time engaged, or done half as much as ourselves, I gave up all further thoughts of the Tonnant, except sending a boat to see if she had surrendered, which, being menaced by her guns, returned. In the evening I went on board the Admiral, who I before knew was wounded. I found him in his cot, weak but in good spirits, and, as I believe every captain did, received his warmest thanks, which I could return from my heart, for the promptness and gallantry of the attack. I found him naturally anxious to secure the Tonnant and Timoléon, and that¹ the Leander was ordered to go down for that purpose in the morning ; I told him if there was any difficulty I would also go down in the morning, notwithstanding the state of the ship. Seeing the Leander get under way we hove up to our best bower ; sent our prisoners and their baggage, which lumbered our guns, on board the Goliath, and got a slip buoy on the end of the sheet cable. The Swiftsure's boat returning from having been with a flag of truce to summons the Tonnant, informed us the answer of the captain was, that he had 1,600 men on board, and unless the Admiral would give him a ship to convey them to Toulon, he would fight to the last man—a true French gasconade ; we immediately slipped the sheet cable, and hoisted our topsails, and seeing the Admiral make the Leander's signal to engage the enemy, which must have been the moment of his receiving this French reply, we hove up our best bower and ran down directly for the Tonnant, with the master sounding in a boat ahead ; as we cast so as to open the view of our broadside to her, she hoisted truce colours ; when we got within a cable and half of her, having only 25½ feet water, we let go our anchor, veered to within half a cable of her and hauled upon our spring, which was

¹ *I.e.*, and found that.

parted. It was now, however, of no consequence, as just after we came to, she allowed the Leander's boat to come on board, and was soon after under English colours; the Leander had brought to about two or three cables without us while we were going down. The Timoléon being abandoned by her crew, was set on fire with her colours flying, and soon blew up. There being no longer an enemy to contend with, we beat the retreat and solemnly returned thanks to Almighty God through whose mercy we had been instrumental in obtaining so great and glorious a victory to his Majesty's arms, and I believe from a body of men more fervent gratitude never mingled in prayer.¹ I had desired the chaplain to introduce a prayer for the slain, which was attended to with a degree of feeling that could not but delight every good heart. Previous to the public service I had returned my own thanks to the officers and ship's company for their gallantry and good conduct; and observing to them, that our business was not finished till the prizes were fit for sea, exhorted them to obtain by their work as much credit as by their courage. Captain Oldfield of marines, having very handsomely volunteered going into any of the prizes, I sent him with his whole party on board the Tonnant, and Lieut. England, to take charge of her without one seaman, and gave him orders to secure the magazines, store-rooms, &c, immediately, and having examined below to see every person and every light from them, and to have sentinels to prevent any one going on any pretence below the lower deck, and to render it unnecessary I would send provisions and water daily from the Theseus; I was thus cautious from knowing some of the other ships had been on fire since their capture. I now again felt the benefit of the pains I had taken to get carver-built boats, and more capacious than the regular allowed ones, and of having had three out of the way of shot during the action. Of those in, two were destroyed and the launch shot through; I turned all the carpenters to patch her up for present use, merely while the people were dining, and then turned heartily to work, and having made one strong cable fast to the Tonnant, and desired sentinels to be placed on it on board her, we warped the Theseus about a mile and three-

¹ Cf. the entry in Lieut. Brodie's journal, p. 39.

quarters till we got hold of the end of the sheet cable we had slipped, and put it on board the Tonnant to secure her ; this, from the freshness of the northerly wind and the swell, was not accomplished till the evening of the 6th ; meanwhile Lieut. England was getting as much of the Tonnant's wreck cleared away by the French carpenters as he could, and we repairing our own damages with ours. Before daylight on the 7th I sent the first lieutenant, the master, and all our best petty officers, the boatswain, carpenter, and all his crew, two complete watches, and all the seamen of the Theseus, with everything necessary to erect shears and clear away wreck, both fore and main masts having fallen within board. I had enjoyed the pleasure of finding the Admiral much better on the 6th, and he had given into my care the fitting of the Tonnant and told me I should not in the least be interfered with, and he hoped I should see her all the way to England ; that after so many services to the public I owed it to myself to pursue my own happiness. Though I had thought this before, I was pleased to find a man of his activity think so likewise, and am infinitely obliged to him for his consideration in putting me unasked in the fair way to return to my long, long wished for home—but let me keep down the thousand emotions that rise in my soul till this narrative is finished, in which I am the more particular for a twofold purpose, it will give you the more information and be a more satisfactory account to B——, and it will remain in your hands as a record for me hereafter of the battle, the share the Theseus had in it, and the mode of conduct I found beneficial. As most of the ships were able to commence their equipment and that of the prizes under their charge on the 2nd, which I could not do till the 7th, I feared we should retard the sailing of the first batch to which we were fixed, and I determined it should be as short a period as possible. To encourage and enable all my people to do much work in little time, I ventured to make every day a meat day, and to give them an additional half allowance of wine. I sent her as many spars as we had unwounded, one spare topsail, and topgallant sails to be courses and topsails for her, and had every man that could use a sail-needle at work to alter some of her own sails, and some we got from the Sérieuse to make up a set for her ; and with the few men remaining in this ship we

got up and sent to her two French bower-anchors, and one smaller one, with two cables and four or five hawsers ; and also a bower-anchor we have since given to the Peuple Souverain, and by that labour which no other ship did, and which could not be at all expected from us especially, we added a 1,000*l.* value at least to the prizes. By these means, seconded by the indefatigable exertions of the officers and men in both ships, I was enabled to say to the Admiral we were both ready to sail as early as he pleased on the 10th, and I had the pleasure to find Tonnant the first prize ready—we, however, continued to have the same party on board daily till the noon of the 13th, by which we made her the more complete, and were enabled to set her new rigging up five times before she sailed. In the afternoon of that day I sent Lieut. Hawkins, first lieutenant, Brodie the second, master, a lieutenant and 12 marines, and petty officers and seamen, making up together 133 souls. On the following morning of the 14th, the following ships sailed under the command of Sir James Saumarez to receive Lord St. Vincent's orders off Cadiz :—Orion, Bellerophon, Defence, Minotaur, Audacious, Theseus, Majestic ; with the following prizes in charge, Peuple Souverain, Franklin, Aquilon, Conquérant, Tonnant and Spartiate. The three prizes we left there were burnt by the Admiral's orders,—the Guerrier being so much cut up in the action, the Mercure and Heureux from what they suffered in the action and getting on shore, being found so much damaged that they could not be repaired without detaining the squadron in Aboukir Bay longer than was consistent with the necessities of his Majesty's service : most of their stores, &c., were previously taken out. I have omitted to say the Franklin did not submit till after l'Orient had been some time on fire. I do not vouch for what I have said of the Bellerophon and Majestic, as among several disagreeing I have been unable to collect what I could say is certainly exact history ; but speaking generally, there appears to be a glorious emulation among all, to do service to their King and country and honour to themselves. On more particular inquiries respecting the Majestic and Bellerophon, it appears to me that the Majestic, as I have mentioned before, did not bring up on letting go her anchor till she got her bowsprit foul of the bowsprit of l'Heureux, in which position she lay

one hour, able to make use of but few guns ; and the Tonnant firing into her quarter with her stern chase in addition to such guns as l'Heureux could bring to bear ; on getting disentangled, she lay athwart the Mercure's bow, raked her with great effect. On l'Orient taking fire the Tonnant, Heureux, and Mercure cut their cables, the former dropped a little way past the Guillaume Tell and anchored again, the other two, each with a staysail or two set, ran aground. The Timoléon, Guillaume Tell and Généreux veered I fancy to two cables, by which several means, and l'Orient blowing up, a vacancy of about a mile was left in the French line. The Bellerophon remained alongside l'Orient till near 8 o'clock, when Captain Darby who had been severely wounded in the head came on deck again, and seeing l'Orient on fire between decks, ordered the cable to be cut and drifted away as before described, without main or mizen mast, and his fore mast fell soon after this fire was extinguished on board l'Orient. There cannot be much error in time for these reasons—a prisoner now on board this ship who was a lieutenant of the Tonnant, and speaks very good English, describes an English ship dismasted by l'Orient and the Tonnant, and that after she cut her cable and dropped away from l'Orient, two other ships came, one on her bow and one under her stern ; these ships were the Alexander and Swiftsure, who came in about 8 o'clock.—*Oct. 17.* We are now in sight of Gibraltar with all our prizes ; we stopped at Augusta in Sicily 6 days, to get water, fresh beef, and vegetables.

VANGUARD.

[It is difficult to reconcile the times given in the Vanguard's log with those of other ships.

The significations given in the signal log have been collected from the various logs, and have been inserted to save readers the trouble of search. There can be no doubt as to the correctness of such signals as 'engage,' 'chase,' and 'leave off chase ;' too much reliance must not be placed on the meanings attached to the others.

The numerous signals made to the Leander render it a matter of regret that her log has disappeared. It probably contained an explanation of her inability to obey the orders repeatedly given to her on August 2nd.]

Log.—WALES CLODD, Master.—Official No. 3084.

H	K	F	Course	Wind	Remarks
1	4	6	SE	NNW	P.M.— Moderate breezes and clear, &c. &c.
2	5	2			
3	2	4			
4	5		E by N	North	
5	5	4	E by S		
6	Various Aboukir Roads.	courses	running for		
7					
8					
9					
10	Let the S. bower anchor go under-foot. Island being NW $\frac{1}{2}$ W.				
11					
12	Aboukir Tower W $\frac{1}{2}$ S.				

Wednesday, August 1st.

P.M.— Moderate breezes and clear. Saw Alexandria bearing SE $\frac{1}{2}$ S distant 7 or 8 leagues. Set driver. $\frac{1}{2}$ past 1, set mainsail. Hauled to the wind. Unbent the best bower cable, took it out of the stern port and bent do. again. At 4, Pharos Tower SSW distant 4 or 5 leagues. Bore up for the French fleet lying Aboukir Roads. Backed main topsail to get the Mutine's boat on board. Filled do. immediately. Soundings 15, 14, 13, 11 and 10 fathoms. 28 minutes past 6, French hoisted their colours and commenced firing on our van ships. $\frac{1}{2}$ past 6, came to with the best bower in 8 fathoms and veered to $\frac{1}{2}$ a cable. 31 minutes past, opened our fire on the Spartiate, which was continued without intermission, until $\frac{1}{2}$ past 8, when she struck to us. Sent Lieutenant Galwey with a party of marines to take possession of her. At 9, saw three other ships strike to the Zealous, Audacious and Minotaur. 55 minutes past 8, l'Orient took fire, the ships ahead still keeping up a heavy fire on the enemy. At 10, l'Orient

blew up with a violent explosion, and the enemy ceased their fire. 10. Let the small bower-anchor go under foot. Island being NW $\frac{1}{2}$ W. Aboukir Town W $\frac{1}{2}$ S. 10 minutes past 10, perceived another ship on fire, which in two minutes was extinguished, and a fresh cannonading began. 20 minutes past 10, a total cease of fire for 10 minutes, when it was again renewed.

Thursday, August 2nd.

A.M.—16 minutes past 12, Lieut. Vassal went with a party of marines to take possession of another ship. 15 minutes past 2, came on board a boat from the Alexander. 55 minutes past 2, a total cease of firing. 28 minutes past 3, came on board a boat from the Defence. 40 minutes past 3, Lieut. Vassal returned, the ship he went to board having got under way before he was able to board her; picked up and brought on board 3 Frenchmen. 5 minutes past 5, the enemy's ships to the southward began firing. 54 minutes past 5, a French frigate ahead fired a broadside and struck her colours, four minutes after she was on fire, and at 7 she blew up. At 6, the Goliath got under way and bore down to the southward to the enemy's ships which had not struck. 40 minutes past 6, she began firing at a frigate, and continued firing until 7 o'clock. 50 minutes past 6, one of the enemy's ships of the line fired some guns and then struck her colours and was boarded. 55 minutes past, the Zealous weighed and went ahead. 57 minutes past 10, the English began firing at a frigate, gave her two broadsides and then ceased. $\frac{1}{2}$ past 11, two French line-of-battle ships and two frigates got under way, and stood out to sea. Total officers, seamen and marines sent to the Spartiate: Lieut. Galwey, 3 petty officers, and 26 seamen, 1 marine officer, and 27 marines. A list of killed and wounded: 3 officers, 20 seamen, and 7

marines killed, 7 officers, 60 seamen, and 8 marines wounded.

P.M.—Moderate breezes from NW quarter, and clear weather. Employed getting down topgallant masts, yards, and topmasts, clearing the wrecks, knotting and splicing the rigging, &c. At 45 minutes past 12, the Zealous gave 2 ships of the line and 2 frigates which were standing out of the Bay a broadside each as she passed them. Bent the stream cable to best bower, swung ship and got the cable into its proper hawse hole. Received from H.M.S. Culloden 3 coils of 2½-inch rope. Light winds.

Friday, August 3rd.

A.M.—Moderate. Employed variously about the rigging, knotting and splicing, clearing ship, &c. Carpenters plugging up shot holes and making fishes for the main mast. Sailmakers repairing mizen staysail. 13 minutes past 10, the enemy set one of their line-of-battle ships on fire. 47 minutes past 11, she blew up.

An account of the enemy's ships taken and destroyed on August 2nd [*i.e.* on August 1st and 2nd], 1798.

Ships' names	No. of guns	No. of men	How disposed of
Le Guerrier . . .	74	700	Taken
Le Conquérant . . .	74	700	Do.
Le Spartiate . . .	74	700	Do.
L'Aquilon . . .	74	700	Do.
Le Souverain-Peuple . . .	74	700	Do.
Le Franklin . . .	80	800	Do.
L'Orient . . .	120	1010	Burnt
Le Tonnant . . .	80	800	Taken
L'Heureux . . .	74	700	Do.
Le Timoléon . . .	74	700	Burnt
Le Mercure . . .	74	700	Taken
L'Artémise . . .	36	250	Burnt
La Sérieuse . . .	36	250	Dismasted and sunk

SIGNALS.					
Time	No. of Signal	No. of Private ship signal	By whom made	To which addressed	Remarks
P.M. 12.50 1.40 2.15	93 9 Do.	23	Alexander Vanguard Do.	Vanguard Mutine Swiftsure and Alexander Vanguard	[Enemy in sight ?] [Pass within hail ?] [Leave off chase.]
2.30 2.31 2.40 2.41 2.55	16 sail 61 56 16 sail of line 53	Zealous Do. Do. Do. Vanguard	Do. Do. Do. Do. General	[Haul to the wind on the larboard tack ?] [Cast off tow ?]	
3. 3.15 3.16 3.50 3.54 4.22	96 22 Negative 93 63 54	Do. Culloden Vanguard Do. Do. Do.	Culloden Vanguard Culloden Mutine Do. General	[Pass within hail ?] [Pass under Admiral's stern ?] [Prepare for battle and for anchoring with]	

THE NILE

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4.52	45 46}	Do.	Do.	Made together. [Attack enemy's van and centre?] [Form line of battle as convenient?] [Alter course to starboard?] [Make sail after lying by?]
5.30	31	Do.	Do.	French hoisted their colours.
5.39	34	Do.	Do.	Not answered. [Pass within hail?]
6.22	66	Do.	Do.	Mutine General
6.28				
6.41	93	Do.	Do.	
6.43	to engage closer			
<i>August 2nd.</i>				
A.M.		Vanguard	Leander	Not answered. ¹ [Assist ships in battle?]
5.25	55			Leander answered the signal to assist Majestic.
5.35				

¹ The loss of the Leander's log deprives us of Captain Thompson's explanation of this apparent backwardness on the part of his ship.

THE NILE

SIGNALS—*continued.*

Time	No. of signal	No. of Private ship signal	By whom made	To which addressed	Remarks
A.M.					
5.3	55	Vanguard	Leander 1	[Assist ships in battle ?]	
5.42	55	Do.	Do. 1	[Chase east.]	
5.46	{ repeated	Do.	Zealous	[Leave off chase.]	
7.	7 East	Do.	Do.		
7.29	9 |	Do.	Mutine		
	for Captain	Do.	General		
7.54		Do.	Zelous		
8.42	Lieutenants	Do.			
11.50	7 SE	Vanguard	Audacious		
P.M.		Do.	Goliath		
12.6	7 SE	Do.	Audacious		
12.10	7 do.	Do.	Leander		
12.11	7	Repeated	Goliath		
		Do.			
12.15		Do.			
12.20		Do.			
12.45	Hauled down	Zealous	signal not being answered.		
12.50	127	Vanguard	Audacious		
1.1		Audacious	Vanguard		
1.13	7 annulled	Vanguard	Goliath		
			[Cut or slip ?]		

THE NILE

¹ The loss of the Leander's log deprives us of Captain Thompson's explanation of this apparent backwardness on the part of his ship.

DEFENCE.

Journal.—Captain JOHN PEYTON.—Official No. 9707.

August 1st.

P.M.—Moderate breezes and fair. Alexandria SE $\frac{1}{2}$ S 7 leagues. The Zealous made the signal for 16 sail of the line east. The Admiral made the signal to prepare for battle. At 4, the body of the enemy's squadron SE by E 9 or 10 miles. At 20 minutes past 4, the Admiral made the general signal to prepare for battle and to anchor. Admiral made the signal to engage the van and centre of the enemy. At 20 minutes past 6, made sail for the enemy's fleet in the line of battle at anchor; the enemy opened their fire upon us. The Goliath, our leading ship, began to engage the van of the enemy. At $\frac{1}{2}$ past 6, Admiral made the signal to engage close. At 10 minutes before 7, the Culloden made the signal for being aground. At 7, came to an anchor with the sheet cable out of the gun-room port, and engaged our opponent until 10 o'clock, when she ceased firing, being totally dismasted. At the same time, our fore topmast went over the side. At 5 minutes past 10, veered away on the sheet cable, in order to get alongside the next ship of 80 guns. At $\frac{1}{2}$ past 10, the Orient of 120 guns, the French commander-in-chief's ship, took fire; at $\frac{1}{4}$ past 11, she blew up. At 20 minutes past 11, the 80 gun ship hailed us to say she had struck. Sent the 1st lieutenant on board and took possession of her.

August 2nd.

A.M.—She proved to be the Franklin of 80 guns, Vice-Admiral Blanquet, and second in command. The rear ship of the enemy continued firing

until $\frac{1}{2}$ past 2, when the firing ceased. At 8 o'clock, 9 of the enemy's ships of the line in our possession, most of which were totally dismasted, and 1 frigate sunk near the Orion. At 10, the enemy on board a frigate in shore discharged her guns, struck her colours, quitted and set fire to her. Answered the signal for all lieutenants. Employed clearing the wreck, &c. Found the lower masts and bowsprit very much wounded. Buried four men killed in action. Received prisoners from the Franklin. The enemy consisted of 1 first rate, 3 ships of 80 guns, 9 of 74, 4 frigates, and 4 mortar brigs.

P.M.—Moderate and clear. Employed clearing the wreck, knotting and splicing the rigging. Carpenters preparing fishes for the masts, bowsprit, &c., and plugging and capping shot holes. Got under way, and ran through the fleet 2 line-of-battle ships and 2 frigates of the enemy's, the ships of the fleet engaging them as they passed. Received prisoners from the Franklin.

August 3rd.

A.M.—Do. weather. Employed fishing the bowsprit. Sent 54 men to the Conquéran of 74 guns. Got down the main topmast in order to get a jury one up. At 10, one of the enemy's line-of-battle ships in shore who had not struck was dismasted and set on fire. The Leander and Goliath taking possession of 2 line-of-battle ships on shore.

BELLEROPHON.

[If any reliance could be placed in the correctness of the times given in this log, it would appear that Captain Miller was mistaken in thinking that the Bellerophon cut her cable at an early period of the engagement. The fire which destroyed l'Orient originated under or on the poop, not on the middle deck, and the log only mentions one fire. The omission of any note

concerning the fire under the poop gives support to Miller's story. Yet the log distinctly states that two of the survivors of l'Orient's crew were picked up, and it would seem that the Bellerophon must have drifted too far to have done this had she cut at eight o'clock.]

Log.—EDWARD KIRBY, Master.—Official No. 2417.

Wednesday, August 1st.

P.M.—Alexandria S 42° E, 20 miles. Moderate and clear. The Zealous made the signal for a strange fleet east. At 2, saw the enemy, 13 sail of the line and 3 frigates, at anchor. Got the best bower cable out of the stern port and bent it, to bring the ship by the stern, and got springs upon the cables. $\frac{1}{2}$ past 6, the enemy hoisted the French national colours. $\frac{3}{4}$ past, began engaging, running down the enemy's line. At 7, let go the best bower-anchor alongside l'Orient, and brought up stern to wind. At 8, the mizen mast was shot away and shortly after the main mast, which fell along the booms on the starboard side of the forecastle. At 9, observing our antagonist on fire on the middle gun deck, cut the stern cable, and wore clear of her by loosing the spritsail. Shortly the fore mast went over the larboard bow. At 10, l'Orient blew up. Picked up two of l'Orient's men who escaped the fire. Employed clearing the wrecks and putting out the fire, which had caught in several places of the ship.

August 2nd.

A.M.—Got up jury sails on the stumps of the masts. The wind favouring us, enabled us to clear the rear of the French fleet. Found both the sheet and small bower cables cut by the enemy's shot. At 4, bent the stream cable to the small bower-anchor and let it go in 7 fathoms. 5. Employed getting rid of the main mast and clearing the booms of the boats, which were all shot to pieces, and burying

the dead. At 8, on the appearance of one of the enemy's frigates standing out towards us, beat to quarters, and got the lower and main deck guns clear for action, most of the quarter-deck guns being disabled. The Zealous getting under way, she stood back. Found on examination 2 of the lower deck guns, 6 of the main, and 7 of the quarter-deck guns useless, one of the carronades on the poop broke to pieces, and almost all the hammacoes cut to pieces. Employed clearing to get up jury masts.

P.M.—At anchor off the mouth of the Nile. Moderate and cloudy. 2. Two French line-of-battle ships and 2 frigates got under way, and stood out to sea, exchanging their broadsides with the Zealous, then under sail. Carpenters repairing the shot holes, wheel and fitting the lower jury masts. At 3, the Mutine, brig, came down to inquire into our state and condition, and at 4 was recalled by signal. Shortly after the Audacious anchored near us to give us what assistance she could. Mustered the ship's company. Found we had lost 3 lieutenants, 1 master's mate, 32 seamen and 13 marines. The captain, master, captain of marines, boatswain, one midshipman, 126 seamen and 17 marines, wounded. Making in all, 49 killed and 148 wounded. Got up a fore topmast for a jury main mast, and part of the main yard for a fore mast; the Audacious spared us a jib-boom for a mizen mast. Carpenters and sailmakers employed on the sails and ship.

MAJESTIC.

Log.—THOMAS WATSON, Master.—Official No. 2761.

August 1st.

P.M.—Moderate breezes and fine weather. At $\frac{1}{2}$ past one, the city of Alexandria bearing SE. At 2,

observed a number of French ships in the port of Alexandria with colours flying. At 3, the Zealous made the signal for sixteen sail of the line bearing east. Came to the wind on the larboard tack. Saw the sixteen sail at anchor in a line of battle in Aboukir Bay. At 3, the Admiral made the signal to prepare for battle. Took the sheet cable out of the gun-room port and bent it to the sheet-anchor, with a spring to it out of the spare hawse hole. At 4.50, the Admiral made the signal No. 50. At 5, he made the Culloden's signal to cut off her tow. At 5.30 the Admiral made the signal No. 45, No. 46, and No. 5 with a red pennant over it. The Culloden made the signal to the Admiral for being aground. At 6, the ships at anchor hoisted French colours. At 35 minutes after 6, the French began to fire at the headmost of the ships and began the action. At 7, let go the sheet-anchor and brought the ship up by the stern abreast of one of the French line-of-battle ships. At $\frac{1}{2}$ past 7, Captain Westcott was killed. At 8, slipped the sheet cable to prevent our falling athwart hawse of a French ship, and let go the best bower with a spring fast to it out of the gun-room port, and brought the ship up again, and engaged two of the enemy's ships, one on the larboard bow and on the starboard quarter. About $\frac{1}{2}$ past eleven, one of the line-of-battle ships took fire and blew up.

August 2nd.

A.M.—At 2, the ship on our starboard quarter left us dismasted. A ship that was engaging on the larboard beam, masts went by the board. At 3, our main and mizen masts went by the board. Left off firing. Employed cutting away the wreck. At a quarter past four, having got clear of the wreck began the action again. At half-past six,

left off firing ; 9 of the French ships having struck, 7 of which were dismasted. One frigate sunk. Another frigate after striking her colours, the crew left her in their boats and set fire to her, which soon blew up. One French ship run on shore with her colours [flying]. The crew left her and set fire to her, which soon blew up also.

N.B.—Bearing of the land after the action was over—the Castle of Aboukir, which stood on Cape Aboukir, west about 2 miles and a half, and the small sandy island bearing NW about $1\frac{1}{2}$ mile in $5\frac{1}{2}$ fathom water. From this sandy island runs out a reef to the eastward, on which the Culloden got aground and did not come into action. In coming into this bay from the westward you must give this island a berth at least a mile, as the reef seems to run that distance to the eastward.

N.B.—Lost in the action a cutter and jolly-boat, and the other boats all shot through. A sheet anchor, weight 67 cwt. A sheet cable, a 22-inch cable ; a spring of 8 inches which was made fast to the sheet anchor for a spring, and — fathom of an 8-inch hawser which was for a spring on the best bower anchor, having got foul of some of the French ships' anchors. Sails shot away : flying jib, one jib, one fore topmast staysail, one spritsail topsail, one lost when the main and mizen masts were shot away, main course, one main topsail, one main topgallant sail, one main topgallant royal, one main topgallant studdingsail, one main topmast staysail, one middle staysail, one mizen staysail, one mizen topmast staysail, one mizen, one mizen topsail, one mizen topgallant sail, one mizen topgallant royal sail, one driver. All topmasts and yards shot away except the spritsail yard and main topgallant yard.

N.B.—Mustered the ship's company and found
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the number killed in the action to be 50 and wounded 144.—Total 194.

P.M.—Aboukir Bay, off the river Nile. Fresh breezes. Got down the fore topmast and fore yard, being shot in the action. At 4, committed the body of the deceased Captain Westcott to the deep, and fired 20 minute guns. Read to the ship's company Admiral Nelson's thanks for their gallant behaviour during the action, and Lieutenant Robert Cuthbert's commission to act as commander after the death of Captain Westcott. Employed knotting and splicing the fore rigging. Cut twelve fathoms from the small bower cable, being shot in three places.

ALEXANDER.

Log.—W. LAWSON, Master.—Official No. 2316.

August 1st.

P.M.—Moderate breezes and hazy weather. Looked into Alexandria, saw two ships of the line and 6 frigates with French colours hoisted. Made the signal for do. At $\frac{1}{2}$ past 2, saw the French fleet at anchor inside of the Isle of Aboukir, amounting to 13 sail of the line and 4 frigates. Took the small bower cable out of the gun-room port and bent it to the anchor again. Made all sail possible towards them. At $\frac{1}{2}$ past 5, tacked in 15 fathoms water, not being able to weather the reef that extends to the eastward from the island. At 6, tacked in 20 fathoms. At 38 past 6, the headmost of our ships commenced the action with the enemy's van. At 25 minutes past 8, came to with the small bower and commenced firing on one of the enemy's ships, a three-decker. At $\frac{1}{2}$ past do., let go the best bower, our ship being then on the larboard quarter

of the enemy. At 25 minutes past 9, the ship we were engaged by took fire. At $\frac{1}{2}$ past do., cut the stern cable, ceased firing, veered away the best bower, and got alongside another of the enemy's ships, commenced firing. At 50 minutes past 9, cut away the best bower cable to prevent the ship on fire falling on board of us. At 10, the enemy's ship that was on fire blew up; with the explosion of the enemy's ship our jib and main royal was set on fire; by cutting away the jib boom and heaving the royal overboard, the fire was luckily extinguished.

August 2nd.

A.M.—At $\frac{1}{4}$ past 12, came to with the sheet anchor and commenced firing upon three of the enemy's ships. At $\frac{1}{4}$ past 3, ceased firing. Cut away and threw overboard to prevent their taking fire, main topsail, fore and main topgallant sails. At daylight, commenced the action. At 6, one of the enemy's frigates struck to us. At $\frac{1}{4}$ past do., one of their line-of-battle ships struck. At 30 past do., the frigate took fire and blew up. Took possession of the line-of-battle ship, ceased firing. She proved to be le Mercure of 74 guns. Killed during the action: Lieutenant John Collins and 13 seamen. Wounded: Alexander John Ball, Esq., captain, W. Lawson, master, Messrs. Anderson and Bulley, midshipmen, Captain Creswell of marines, 48 seamen and 5 marines. The masts shot through in several places. Fore [and] main topgallant masts and mizen topmast shot away, the yards all shot through, the greatest part of the standing and running rigging shot away. All the sails shot through and a number of shot in the sides. Found in our possession and destroyed after the action 11 sail of the enemy's line-of-battle ships, two frigates and a bomb-vessel. Broke to pieces by shot in the wing and on the lower deck lemon

juice cases 8, and stove shot through and threw overboard being between decks, butts 8, puncheons 6.

H.M.	No. of signal	By whom	To whom
[12.]50	23	Alexander, private Admiral	Admiral
5.30	31	Do.	Fleet
35	34	Do.	Do.
6.10	66	Do.	Do.
18	66	Do.	Do.
33	105	Do.	Do.
43	Culloden		Admiral

Served to the French prisoners saved from l'Orient when blown up, and came on board naked, shirts 28, trousers 28 pair.

P.M.—Moderate breezes and hazy weather. At $\frac{1}{2}$ past one, two of the enemy's ships of the line and two frigates made their escape. Sent a party of men on board of le Mercure, prize ship. At 6, the main topmast went over the side, and carried away the main topsail yard and topgallant yard. Employed clearing the wreck. Bent the best bower cable to the spare anchor and got it over the side.

August 3rd.

A.M.—Do. weather. Variously employed about the rigging ; struck the fore topmast. Unbent all the sails. Carpenters employed fishing the masts. Sent a party of marines on board le Mercure. The enemy set fire to one of their line-of-battle ships that was on shore.

SWIFTSURE.

Journal.—BENJAMIN HALLOWELL, Captain.—Official No. 9911.

August 1st.

P.M.—Moderate breezes and pleasant weather. Unbent the small bower cable and got the end of it out at the larboard gun-room port, and bent it again with an $8\frac{1}{2}$ -inch cablet from forward for a spring. At 12.40, the Alexander made the tabular signal No. 23 with a French flag at the mizen topmast head. At 12.43, the Alexander made the numeral signal No. 6. At 1.23, spoke the Alexander, who directed us to take possession of or drive on shore an enemy's galley or brig lying at anchor near the entrance of the old port of Alexandria. At 1.51, the Vanguard made the general signal No. 9; answered and tacked, ship then in 20 fathoms water, the Tower of Aguta bearing S by W, distance off shore about 2 leagues. Saw a great number of French ships lying in the old port of Alexandria and French colours hoisted on the castles. At 3.15, the Vanguard made the general signal No. 53. At 3.38, discovered the French fleet, consisting of 13 sail of the line and 4 frigates, lying at anchor in the Bay of Aboukir. Got all ready for action. Standing then to the NE; from 16 to 11 fathoms water. Answered the general signal No. 54, then in 11 fathoms water, the island of Aboukir bearing SE, distance about 4 miles. At 5.12, observed the head-most ship of our fleet to bear up for the enemy's van ship. At 5.18, the Vanguard made the general signal No. 34 to the leading ships. At 6.7, answered the general signal No. 66. At 6.15, saw the enemy's van ship begin to fire at our leading ship, the Goliath. At 6.17, the Goliath began to fire at the enemy's van ship. At 6.18, the Vanguard made the general

signal No. 5, with a red pennant over it. At 6.32, the Zealous began to fire at one of the enemy's van ships. At 6.30, the Culloden made the tabular signal No. 43. At 6.40, seven of our ships in hot action. At 7.11, bore up, then in 12 fathoms water. Saw the Culloden aground about — miles from Aboukir Island. At 7.30, up foresail. At 7.39, lowered down the topsails, handed the topgallant sails and mainsail, and lowered the boats down from the quarter. At 8.3, let go our small bower anchor in 7 fathoms water with a spring. At 8.5, commenced firing at the enemy. A two-decked ship called the Franklin on our starboard quarter and a three-decked ship called l'Orient on the starboard bow. At 9.3, l'Orient caught fire and at 9.37, she blew up. Hove in the cable and spring occasionally. Picked up 9 men, 1 lieutenant and commissary which escaped out of l'Orient. Ceased firing. Saw the Alexander's bowsprit and her main topgallant sail to be on fire. At 5 minutes after, saw her driving to the SSE. At 10.20, sent Lieutenant Cowan to take possession of the enemy's ship that lay on our quarter, who hailed us that she had struck, with her main and mizen masts gone. At 10.35, he returned finding she was taken possession of by an officer from the Defence. At 10.40, saw the Alexander and Majestic engaging two of the enemy's ships to the S by E of us about 1 mile.

August 2nd.

A.M.—At 2.40 the Alexander and Majestic ceased firing. At 4.55, the Theseus dropped down to their assistance and renewed the action. At 5.17, the Vanguard made the signal No. 55 to the Leander. At 5.27, Vanguard repeated do. Saw 6 sail of the enemy's ships had struck their colours, most of them dismasted. Saw the Bellerophon

lying about 4 miles to the eastward of us, with all her masts gone. At 6.20, saw an enemy's frigate strike to the Theseus after firing her broadside and then set her on fire. At 6.25, the Goliath went down to support the Theseus. At 6.54, the Vanguard made the Zealous's signal No. 7 and compass south. Seeing an enemy's frigate under way which made her escape with 2 line-of-battle ships and another frigate. Saw another frigate on shore dismasted. 2 line-of-battle ships aground SSE, and one dismasted S $\frac{1}{2}$ E, with French colours flying. At 8, the two ships SSE struck their colours, and at—the other blew up. Made at the rate of 8 inches of water an hour. Carpenters employed stopping the shot holes. Found one of the cutters cut away and the other stove in such a manner as rendered her quite irreparable; cut her adrift; the oars, masts, sails, and everything washed out and lost. Received several shot in the hull, masts, yards, &c., and a great part of the rigging cut in pieces.

P.M.—Moderate breezes and pleasant weather. People employed knotting and splicing the rigging. At 6, the Majestic fired minute guns on interring her captain, who was killed in the action. At 9, died of his wounds William Salway; interred do.

August 3rd.

A.M.—Do. weather. Employed about the rigging. Got down the fore topmast. At 9, the Vanguard made the Leander's signal No. 7 and compass SSE. At 9.45, the Vanguard made the signal No. 66 to do, and at 10.4, Vanguard made the signal No. 5 to do. Lieutenant Davies went on board a French line-of-battle ship with a flag of truce. At 10.27, he returned. Got all clear for action. Bent the stream cable to the best bower anchor out of the starboard gun-room port. At

10.28, slipped the end of the small bower cable. Saw the Theseus and Leander standing towards the above-mentioned enemy's ship. At 10.34, saw her to haul down her colours and hoist a flag of truce. At 10.40, the Vanguard made the signal No. 72 with the annulling flag. Came to with the best bower anchor. At noon, people employed repairing the rigging.

CULLODEN.

Log.—JOHN ROSE, Master—Official No. 2492.

Wednesday, August 1st.

P.M.—Fresh breezes and cloudy. Got the best bower cable out of the stern port and bent it again for a stern anchor; bent the sheet cable. Saw the town of Alexandria bearing SE by S 3 or 4 leagues. Observed a great number of merchant ships in the harbour, and four or five men-of-war. Beat to quarters and cleared ship for action, cast off the tow. Observed the enemy's fleet to an anchor in Aboukir Roads about 5 leagues east of Alexandria. Made all possible sail. Do. weather. Observed a brig ahead fire 2 guns and bore up. Counted 13 sail of the line, 4 frigates and 3 bombs inside the line of battle. At 5, moderate breezes and cloudy. $\frac{1}{2}$ past 6, bore up, Goliath leading ahead. $\frac{3}{4}$ past 6, the 1st, 2nd, 3rd of the enemy's line began to engage. Up mainsail, staysail, and spanker, hauled up to clear the Leander. 40 minutes past 6, struck on a rock and made the signal No. 43 tabular. Swiftsure and Alexander astern of us hauled their wind to clear the reef. The island of Aboukir WSW $\frac{1}{4}$ W, distance 2 miles and $\frac{3}{4}$. The enemy on the island threw several shells at us, but none reached. Out boats and sounded all round the ship. Found the most water a cable's length astern and on the starboard quarter.

Put the stream anchor and cable into the launch and carried it out one cable's length from the ship and dropped in eleven fathoms water. Sent the launch to the Mutine, who anchored 3 cables length N by E of us, and took in 2 cables and run them to the ship. Took the end in at the ward-room window. Hove taut on both cables and began to start water in the fore and main holds, and threw the empty casks of the upper and middle tier overboard. Found the ship struck very heavy abaft and eased a little forward. Started the wine in the coal hold and threw a quantity of bread with provisions of different sorts and the empty wine pipes overboard as per certificates, and also a great quantity of shot. Also boats carrying shot, bread, &c., on board the Mutine brig. The swell increasing and the ship striking very heavy, which knocked her rudder off, which sunk immediately, and from the violent sending of the ship it carried away the pennants and everything that was fast to it. Found the ship made 3 feet water per hour.

August 2nd.

A.M.—People employed throwing shot and provisions of all sorts overboard and sending some on board the Mutine. Found the ship make more water. Sent all hands to the pumps. Found the leak increasing. At this time 5 feet water per hour. At $\frac{1}{2}$ past 2, found the ship's head swinging to the westward and the NE. Parted the stream cable close to the end and lost both anchor and cable. Veered away on the brig's cables, her head being NE by E. At 3, the ship struck 3 or 4 times very hard. Swung off the rock into 5 fathoms water, making at this time 7 feet water per hour. Veered away and slipped the brig's cable, which she took on board. $\frac{1}{4}$ past 3, came to with the small bower in 10 fathom water, fine sands. The ship

leaking so much that all hands were continually employed at the pumps. Came on board the brig's people to spell ours to get breakfast. Sailmakers employed thrumming the fore topgallant sail to put under the bottom. Carpenters employed making a rudder out of a spare topmast, &c., &c.

All hands employed at the pumps. Observed 6 of the enemy's ships had struck and one to leeward totally dismasted. Observed the Bellerophon to an anchor east 8 or 9 miles totally dismasted, also the Majestic with only her fore mast standing; Alexander, Defence, and Swiftsure very much disabled in the rigging and hulls, but Alexander, Majestic, and Goliath in action. One of the enemy's frigates was dismasted and sunk in the action. One of the enemy's frigates showed her colours, hoisted an English jack, fired a broadside at the Orion, set fire to her and left her. At noon, the frigate blew up. Carpenters employed making the rudder, &c. Sailmakers about the sail for her bottom. People employed picking oakum. People continually at the pumps.

A list of the French ships taken and destroyed in the action of August 1st, 2nd, and 3rd per log.

Names of ships taken	Guns	Names of ships burnt	Guns	Names of ships sunk	Guns
Le Franklin	80	L'Orient	120	La Sérieuse	40
Le Tonnant	80	Le Timoléon	74		
L'Heureux	74	A bomb brig			
Le Spartiate	74				
L'Aquilon	74				
Le Mercure	74				
Le Guerrier	74				
Le Souverain	74				
Le Conquérand	74				
L'Artémise	36	and burnt by the enemy before taken possession of.			

Minutes of the Action.

At 6 p.m. August 1st.

H.M.	No. of signals	By whom	Compass, flags, &c.	To whom
6.33				Van of the enemy's line began to engage.
6.34				Goliath commenced the action
6.36	5	Vanguard	White pennant over	General
6.40	43	Culloden		Vanguard
6.48	Tabular			Observed the van of the enemy's line totally dismasted.
7.2				Captain Thompson, of H.M.S. Leander, sent a boat on board us to inquire if he could afford us any assistance, and if it was advisable for him to proceed towards the enemy. The officer was directed to go back to the Mutine and direct her to drop anchor astern of the Culloden, and then return to the Leander, addressing Captain Thompson to lose no time in joining the fleet.
9.				Observed l'Orient on fire.
9.55				Observed l'Orient blow up.
A.M.				<i>August 2nd.</i>
4.10				The action recommenced by the rear of the two lines.
4.20				Culloden's signal for having lost her rudder.
4.50	55	Vanguard		Leander
4.54	55	Vanguard		Do.
4.56	55	Ditto	with Majestic's pennants	Do.
6.2				The Goliath weighed and went down towards the rear of the enemy's line.
7.40	7	Vanguard	East	Zealous

P.M.—Light breezes and cloudy. All hands employed at pumps. Sailmakers thrumming a sail, &c. Carpenters making a rudder out of a topmast. Two frigates passing under way to leeward of the whole fleet, one with a commodore's broad pennant flying, making signals to a ship to leeward of our fleet then in action. Observed our ships shot away the fore mast of one; they then all cut, and one they set fire to and run her on shore; and two made sail out of the roads, Zealous in chase. Goliath, Theseus and Audacious and Leander weighed and in chase. Got the sail over the bows; found the leak decrease from 4 feet to $2\frac{1}{2}$ and from that to $1\frac{1}{2}$ per hour. Audacious went to the assistance of the Bellerophon. Zealous in passing the two ships of the line and 2 frigates went and received a broadside from each, which disabled her in the rigging very much. Observed the ship that run on shore to be on fire, which proved to be the Timoléon of 74 guns. At $\frac{1}{2}$ past 5, observed her blow up, and two other ships to leeward strike, and a ship to leeward of the whole fleet strike to the Theseus, which proved to be the Timoléon of 80 guns, and the action ceased.

August 3rd.

A.M.—Do. weather with a swell from the NNW. Made a flag of truce, which was answered by the enemy on shore. Took a Turkish boat laden with onions, greens, fowls, &c., which was purchased for the wounded and distributed to the different ships in the fleet. Leander and Theseus weighed and went to leeward to take possession of two ships dismasted, one of which was on shore, and the other we set fire to and soon blown up. Carpenters employed at the rudder. Sailmakers making another sail out of No. 1 canvas, as the one that

was overboard was split and rubbed to pieces. At noon fresh breezes and clear. Cartels taking the wounded on shore.

Villeneuve to Blanquet-Duchayla.¹

Paris, Novembre 12, 1800.

Mon cher Blanquet,—A peine sorti de ma longue réclusion² et du chaos de mon arrivée dans ce pays, je veux t'écrire et entrer avec toi en explication. D'abord, je prends bien part à tout ce qui t'est arrivé de fâcheux et de désagréable, et je n'ai pas tardé jusqu'aujourd'hui pour te le faire connaître ; mais je ne te cache pas que j'ai appris avec bien de l'étonnement que toi aussi tu as été de ceux qui ont prétendu que, dans la fatale nuit du combat d'Aboukir, j'aurais pu appareiller avec l'arrière-garde et me porter au secours de l'avant-garde. Dans la lettre que j'écris au ministre de la marine, lettre nullement provoquée par aucun procédé du gouvernement à mon égard, et dont je diffère encore la remise, je dis qu'il n'y a que la malveillance, la mauvaise foi ou l'ignorance la plus prononcée, qui aient pu avancer une pareille absurdité. En effet, comment des vaisseaux mouillés sous le vent de la ligne, ayant à la mer deux grosses ancles, une petite et quatre grelins, eussent-ils pu appareiller et louoyer pour arriver au fort du combat, avant que les vaisseaux qui étaient engagés n'eussent été réduits dix fois ? je dis que la nuit entière n'eût pas été suffisante. Je ne pouvais, pour faire cette manœuvre, abandonner aucune de mes ancles, et qu'on se rappelle le temps que nous mettions, lorsque nous avons formé notre ligne, pour nous éléver dans

¹ From *Batailles navales de la France*, par O. Troude, iii. 121.

² Le contre-amiral Villeneuve était jusque-là resté à Malte.

le vent et gagner deux ou trois encablures ; qu'on se rappelle que, quelques jours auparavant, les frégates la Justice et la Junon, ayant appareillé le soir pour se rendre à Alexandrie, reparurent le lendemain sous le vent de la pointe de Rosette. Je ne pouvais ni ne devais appareiller. La chose était tellement reconnue que l'amiral même, dans les instructions qu'il nous avait données et dans les signaux supplémentaires qu'il y avait joints, avait bien prévu le cas où il pourrait faire appareiller l'avant-garde pour la faire se porter au secours du corps de bataille ou de l'arrière-garde attaqués, mais il n'y avait mis aucun article pour faire porter l'arrière-garde au secours de l'avant-garde, parce que la chose était impossible et qu'il aurait divisé son escadre sans pouvoir en tirer aucun avantage. J'aurais encore mille motifs à donner pour combattre cette assertion. Ils passent les bornes que je dois me fixer dans une lettre. L'incendie de l'Orient, la ligne ennemie qui se prolongeait jusque sur mon matelot d'avant pourraient m'en fournir encore. Je finirai par une seule. Ne m'était-il pas permis de croire que les vaisseaux de l'avant à moi, trop pressés par l'ennemi, avant d'amener et de se rendre en masse, pourraient couper leurs câbles et venir, en dérivant, chercher protection à l'arrière-garde ? Après l'explosion de l'Orient, tous les vaisseaux qui étaient par son travers et de l'arrière à lui, en avaient agi ainsi. Le Bellerophon anglais démâté de tous mâts dès le commencement de l'action, avait passé, en dérivant, fort près de moi. Je le croyais d'abord vaisseau français et je pouvais m'attendre à voir quelqu'un des nôtres dans la même situation.

J'ai parlé de cette affaire avec quelques uns des capitaines de l'avant-garde. Tous sont convenus avec bonne foi que, dans le moment où ils étaient le plus vivement chauffés par l'ennemi, ils n'ont jamais

espéré de secours des vaisseaux de l'arrière-garde ; et que la perte de l'escadre a été décidée, du moment où les vaisseaux anglais ont pu nous doubler par la tête. A bord des vaisseaux de l'arrière-garde, la pensée d'appareiller et de se porter au fort du combat n'est venue à personne, parce que c'était impraticable.

Il m'en coûte de rappeler au gouvernement une journée aussi désastreuse et qu'il voudrait vouer à un éternel oubli ; je ne m'y déciderai qu'autant que je croirai devoir le faire pour fixer l'opinion de ceux qui pourraient avoir encore des doutes sur la part plus ou moins grande que j'aurais pu ou dû avoir dans cette affaire, et ta réponse pourra par-dessus tout fixer mon irrésolution. Quoiqu'il en soit, crois que j'ai bien pris part à tous les chagrins que tu as éprouvés, et que je me suis exprimé bien vivement sur les imputations absurdes qui te furent faites dans le commencement où cette affaire fut rapportée. L'éloignement et la position où je me suis trouvé jusqu'à présent sont les seules causes du retard de l'explication que je te demande.

(Signé) VILLENEUVE.

V

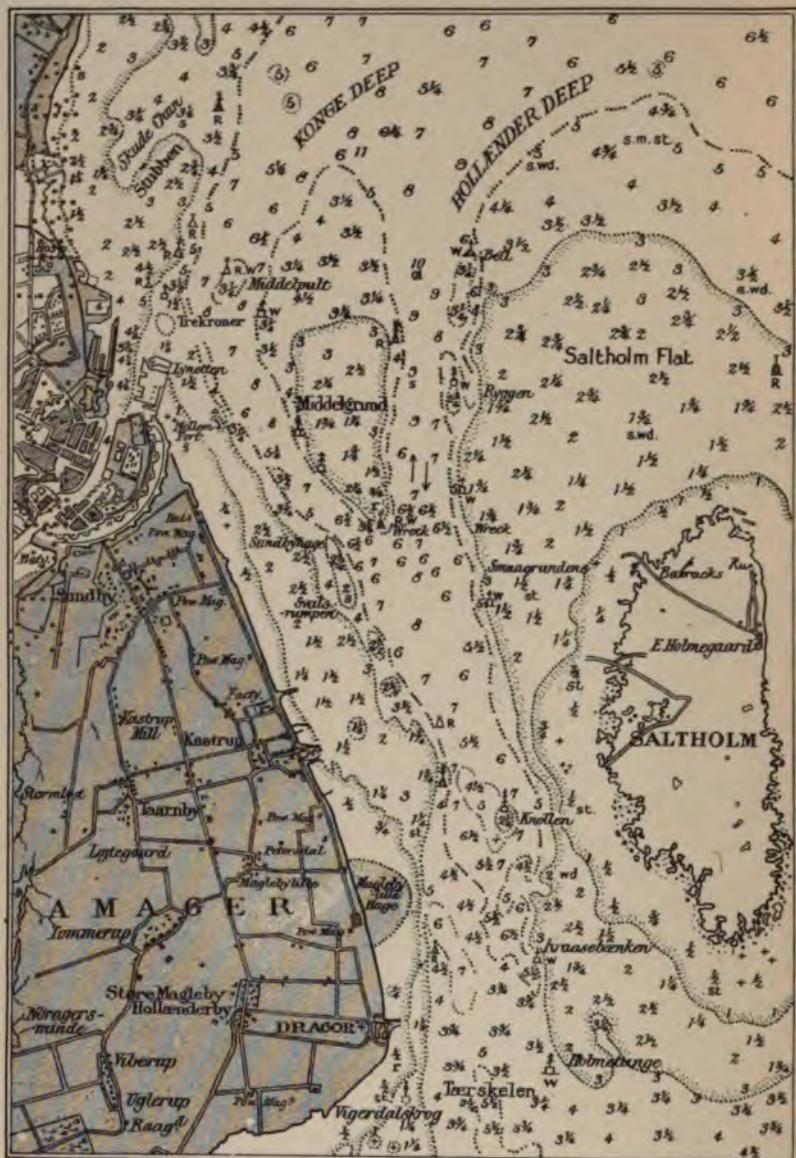
COPENHAGEN, 1801

VOL. II.

G



1. *Admiral*
2. *Admiral*
3. *Admiral*
4. *Admiral*
5. *Admiral*



Scale of Nautical Miles

COPENHAGEN

COPENHAGEN, 1801.

INTRODUCTORY.

AN extract from the journal of Sir Hyde Parker, the Commander-in-Chief, has been placed at the head of the logs of the ships engaged at Copenhagen. This journal gives an account of the advance on Copenhagen, and the preparation for attack, but contains no details of the action itself.

The logs generally throw little new light on the incidents of the battle, except on one point. The great responsibility taken by Nelson in disobeying the Admiral's signal to discontinue the action, and the happy results of his disobedience, show out clearer than ever. To have withdrawn the squadron under his orders under the fire of the Danish line would have entailed the loss of several ships. The Bellona and Russell were already on shore ; the Elephant, Defiance, and Désirée grounded as they hauled off from the stations in which they had been anchored during the battle. The work of getting these ships afloat proved sufficiently arduous, carried out as it was without interruption from the Danes.

The detailed account given in Parker's journal of the preparations for battle shows that, at all events in his own estimation, he was by no means a *roi fainéant*. He perhaps may have considered that the signal to discontinue the engagement

would enable Nelson to withdraw with honour, if he found that the work he had undertaken was beyond his powers. If this was the view Parker took, he would have been justified in making a permissive signal to the Elephant. He had entrusted the squadron which was in action to his second in command, and undoubtedly should never have made a general signal, which annulled the signal then flying on board the Elephant. He was not in a position to judge whether a retreat was necessary, or practicable, whereas Nelson was.

It has sometimes been asserted that there was a private understanding between the Commander-in-Chief and Nelson, that such a signal should be merely permissive. This story is in itself incredible and receives no support from the official records of the engagement. Parker's journal makes no mention of any such arrangement. Nelson was in the habit of explaining his plans to his subordinates. Graves, the second in command of the attacking squadron, clearly regarded the signal as mandatory. He tells his brother 'Sir Hyde made the signal to discontinue the action before we had been at it two hours, thinking we all should be destroyed. But our little Hero gloriously said, "I will not move until we are crowned with victory or that the Commander-in-Chief sends an officer to order me away." And he was right.' Riou, who commanded the frigates and sloops, in all probability lost his life in consequence of the retreat of the frigates under his orders. He was a man of undoubted courage. Is it probable that he would have quitted his post in action in obedience to a signal which had not been repeated by his immediate superior, and which he knew was merely a permission to that superior to withdraw the squadron? He waited until the signal was repeated by the Defiance, and then stood off. He must have

regarded it as a peremptory order, for the signal for closer action is reported to have been still flying on board the Elephant and Defiance. The Amazon's log states that the Alcmene and Blanche cut their cables soon after the signal was made ; while the master's journal of the last-named ship says that she slipped her cable in consequence of a signal from the Amazon. From these statements it would appear that Riou repeated the signal made by the London, but was loth to obey it until he saw it flying on board the Defiance, and found himself deserted by his consorts. A theory based on the recollections of some military passengers cannot stand against the direct evidence of the logs, and of the private account of such a distinguished seaman as Sir Thomas Graves.

In spite of all Sir Hyde Parker's faults, it is impossible to avoid a feeling of sympathy with him, when immediately after the fleet under his orders had gained a great victory he was summarily superseded from the command. The bitterness of feeling expressed in his journal is natural. On the other hand the sudden improvement in Nelson's health, which was shown on his receiving orders to assume the command, is distinctly amusing.

The code of signals used at the battle of Copenhagen was the Admiralty signal-book, 1799. A copy is in the possession of the Royal United Service Institution, from which those significations which appear in square brackets have been extracted.

LIST OF SHIPS IN LORD NELSON'S SQUADRON.

Elephant, 74	Vice-Admiral Lord Nelson, K.B. ; Captain Thomas Foley.
Defiance, 74	Rear-Admiral Thomas Graves ; Captain Richard Retalick.
Edgar, 74	Captain George Murray.
Monarch, 74	Captain James R. Mosse.
Bellona, 74	Captain Sir Thomas B. Thompson.
Ganges, 74	Captain Thomas F. Fremantle.
Russell, 74	Captain William Cuming.
Agamemnon, 64	Captain Robert D. Fancourt.
Ardent, 64	Captain Thomas Bertie.
Polyphebus, 64	Captain John Lawford.
Glatton, 54	Captain William Bligh.
Isis, 50	Captain James Walker.
Amazon, 38	Captain Henry Riou.
Désirée, 36	Captain Henry Inman.
Blanche, 36	Captain Graham E. Hamond.
Alcmene, 32	Captain Samuel Sutton.

Ship sloops.

Arrow	Captain William Bolton.
Dart	Captain John Ferris Devonshire.

Brig sloops.

Cruiser	Captain James Brisbane.
Harpy	Captain William Birchall.

Bomb vessels.

Discovery, Explosion, Hecla, Sulphur, Terror, Volcano, Zebra.	
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Fire-ships.

Otter, Zephyr.	
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Journal.—Sir HYDE PARKER, Knight, Admiral of the Blue.—
Admirals' Journals, vol. 35.

Saturday, March 28th.

P.M.—Moderate and cloudy. Ordered Captain Murray of the Edgar to take the bomb-vessels under his protection, and proceed and anchor off within a distance of Kronborg and Helsingör Castle, prepare for bombardment, but not to fire or bombard those places unless attacked, but wait for my coming up. At 3, they sailed. At midnight, Captain Brisbane brought on board an officer from Copenhagen, with a letter from the Governor of Kronborg Castle, informing me he is not allowed to let a fleet whose intentions is not yet known to approach the cannon of the castle he has the honour to command, but if I have any proposals to make to the King of Denmark, wishes to have a determined answer before the fleet approaches nearer.

Sunday, March 29th.

A.M.—Returned for answer, that finding the intentions of Denmark hostile to his Britannic Majesty, I consider his letter as a declaration of war, and therefore shall no longer refrain from hostilities. At 2, the officer returned.

P.M.—At anchor in Copenhagen Roads. Fresh breezes and cloudy. At $\frac{1}{2}$ past 2, weighed and made sail under double-reefed topsails; the Eling joined company. At $\frac{1}{2}$ past 4, anchored in 17 fathoms, Helsingör Castle S by E, Hornbeck SW by W, Wingo Church E by N. At $\frac{1}{2}$ past 5, veered to a whole cable. At 6, fresh breezes. At 7, got down topgallant yards.

Monday, March 30th.

A.M.—At 5, weighed and sailed. Made the signal to form the line. At 55 minutes past 6, Helsingør Castle began firing at the leading squadron under the command of Lord Nelson, which was returned. Made the Edgar's signal to engage, when the bombs began to bombard. Passed the castle, which kept up a very heavy constant fire on the fleet. At $\frac{3}{4}$ past 7, made the signal for Edgar, Blanche and bombs to weigh. At 9, steering towards Copenhagen. At $\frac{1}{2}$ past 10, anchored with the best bower in 7 fathoms, veered to half a cable. The South steeple at Copenhagen, SW $\frac{1}{2}$ W; NW of Wear Isle, N by E $\frac{1}{2}$ E.

P.M.—Moderate breezes and fine weather. Went with Lord Nelson &c. on board the Amazon and reconnoitred the enemy's line, which was found to be far more formidable than we had reason to expect. Returned in the evening on board the London. Ordered Vice-Admiral Lord Nelson to take the ships, frigates, bomb-vessels, fire-ships and gun-vessels therein mentioned under his command for the purpose of attacking the enemy's line, &c. &c. Issued several instructions on this occasion : Captain Rose of the Jamaica to command the gun-brigs ; Lieutenant Hancock of the London to command one division of the boats for boarding, a lieutenant of the St. George to command the other division. When signal 200 is made, the troops now in the fleet are to be embarked in the flat boats, which are to have their carronades mounted ; no more than 30 soldiers are to be put in each boat ; this division of boats to be commanded by Captain Fremantle, a lieutenant in each boat ; the London's and St. George's launches to have their stream cables coiled in them, Edgar's and Warrior's launches to have two

hawsers of 7 inches coiled in them, with their stream anchors; the launches of the ships not named under the particular orders of Lord Nelson to have each a hawser in them, with their carronades mounted and 6 marines in each launch. Barges and pinnaces each having 4 marines are to be joined to the launches, and put under the command of the lieutenants before mentioned for the purpose of boarding, and armed only with cutlasses, poleaxes and pikes, with a broad axe in each boat. The Ardent to send her flat-bottomed boat to the London, the Isis to send hers to the Ganges, and the Glatton's to the Defence.

Wednesday, April 1st.

A.M.—Moderate breezes and fair weather. At $\frac{1}{2}$ past 8, went with Lord Nelson, Rear-Admiral Graves, my first captain, Domett, and Captain Otway, and again reconnoitred the enemy's line, and determined on the mode of attack, the boats and launches fitting their carronades, &c. Issued parole signal. Ordered the Defence, Ramillies and Veteran, on Lord Nelson getting under way, to weigh also, and menace the northern part of the enemy's line, as well as to be ready to assist disabled ships coming out of action.

P.M.—Moderate breezes and cloudy. At 3, the van division weighed and stood in for the King's Channel. At 7, the Eling passed within hail. At $\frac{1}{2}$ past, the van division came to in the south entrance of the King's Channel.

Thursday, April 2nd.

A.M.—At $\frac{3}{4}$ past 9, the van squadron weighed and stood towards the enemy's batteries and line; the centre division weighed also. At 40 past 10, the enemy's batteries opened on the Edgar, the leading

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ship of the advanced squadron. Elephant made signal to engage more closely. At $\frac{1}{2}$ past 11, the Bellona and Russell were aground. At noon, the van division engaging the batteries, the centre division working up to join them.

P.M.—Moderate breezes and hazy. At 1, turning up to Copenhagen; $\frac{1}{2}$ past, made signal 39 [to discontinue the engagement], and sent Captain Otway on board the Elephant.¹ The van division still in action. At 3, the Great Crown SW by W, 3 miles, anchored in 8 fathoms. At $\frac{1}{4}$ past, observed the Elephant to hoist a flag of truce. The Elephant, Defiance, Bellona and Russell on shore. Sent all the boats to assist disabled ships and remove prisoners. At 22 past 4, one of the floating batteries blew up. At sunset, a flag of truce came on board, and at 7 returned. The Elephant hove off after being aground. At 11, the boats of the fleet assisting disabled ships, removing prisoners, and preserving the floating batteries that had struck.

Friday, April 3rd.

A.M.—At 4, moderate breezes. At 5, Bellona hove off the bank. At 8, the Defiance hove off. Sent Captain Otway to Copenhagen with a flag of truce. One from shore came on board.

P.M.—Moderate breezes and hazy. The fleet repairing the damages received in action. At $\frac{1}{2}$ past 6, ordered boats to assist the Russell. At 10, set fire to one of the floating batteries.

Saturday, April 4th.

A.M.—At 7, the Defiance came into the outer

¹ Captain Otway's account of this incident is not in accordance with this statement. 'Noon [April 2nd]. Sent the barge on board the Elephant with the captain (R. W. Otway, Esq.) a volunteer.'—Captain Otway's Journal, Official No. 10802.

road. At 8, one of the floating batteries sunk. It appears in a general return of the killed and wounded that the whole number amounted to 943, and that Captains Mosse and Riou were killed. Captain Sir R. B. Thompson lost his leg. Made promotions accordingly.

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April 29th.

Received a letter from Vice-Admiral Lord Nelson requesting my leave to go to England for the recovery of his health. Acquainted him that no one could regret the necessity of making this request more than I did, but could not resist complying with his wishes ; I therefore gave him leave to proceed to England in the Blanche frigate.

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Monday, May 4th.

Fresh breezes and clear. Received by Mr. Cockburn, Consul at Hamburg, a dispatch from Lord Carysfort, acquainting [me] that dispatches had been forwarded to me by Lord Hawkesbury by different conveyances, but that in case neither had reached me (which they have not), their purport was to stop all hostilities against Russia. Acquainted his Lordship that these orders had been anticipated by me, and was extremely happy to find they so perfectly coincided with the sentiments of the King's Ministers. Acquainted the Admiralty herewith. Acquainted them with the arrival of the Lynx on the 25th, with Captain Otway ; acknowledged the receipt of their dispatches by him, and acquainted them that nothing could be more gratifying to my feelings than their Lordships' approving of my conduct on the 2nd April, together with his Majesty's most gracious approbation also ; which, with the thanks

of both Houses of Parliament, have been issued in public orders to the flag officers, captains, &c. &c.

Tuesday, May 5th.

A.M.—At 1, the Hon. Lieut.-Col. Stewart came on board with dispatches from England, by whom I received the King's and their Lordships' approval of the armistice with the Danes; but what was my astonishment and surprise at reading the next paragraph of the letter, which was an order to resign the command of the fleet to Lord Nelson, and shift my flag on board a frigate or a two-decker, and return to Yarmouth Roads. At 9, sent Captain Otway on board the St. George to communicate these orders to the Vice-Admiral (who was to have sailed this day in the Blanche for England, with my leave, for the recovery of his health). At noon, waited on his Lordship, and delivered up all my public and secret instructions, unexecuted orders, &c. &c. Ordered the squadron to put themselves under his Lordship's command, and follow his orders for their further proceedings. Left with him the remains of stationery, &c. Ordered the Vice-Admiral to take them under his command.

P.M.—Fresh breezes and clear. At 3, went on board the Blanche, when my flag was immediately hoisted, and struck on board the London. At $\frac{1}{2}$ past 4, weighed and sailed.

ELEPHANT.

[The log of the Elephant gives a very meagre account of the action, and contains no complete record of signals made. The signal log of the Polyphemus, which appears to be a fairly complete one, has been placed after the Elephant's log to supply the necessary information which the flag-ship has omitted to give.]

Journal.—GEORGE ANDREWS, Master.—Official No. 9037.

April 2nd.

A.M.—Fresh breezes and cloudy ; employed as necessary. 15 past 7, made general signal 213 [for captains]. 45 minutes past 7, made the signal No. 14 [prepare for battle and for anchoring with springs on the anchor, &c.] At 57 past 7, made the signal for artillery officers ; at 9, made the general signal 239 [for barges, pinnaces, and large cutters, manned and armed, to assemble on board Admiral]. At 10 past 9, the London made the signal 200 [troops are to be held in readiness to land] to the centre division. At 10, we made the general signal 66 [to weigh, outer and leeward-most ships first], and to the Ardent and Edgar. At 10 past 10, the Edgar weighed and led the squadron to the attack of the Danish line as per margin,¹ moored on the bank of Copenhagen ; the ships of the squadron followed in succession and anchored opposite to the enemy, and fired as they arrived in their stations, which commenced about $\frac{1}{2}$ past 10.

P.M.—Moderate breezes and fair weather ; the squadron still engaged with the enemy. About 2, they being mostly subdued, Vice-Admiral Lord Nelson sent a flag of truce to the Danish Government to arrange the landing the wounded prisoners ; his Lordship's terms were accepted, and all firing ceased. About 4, cut the cable and spring and made sail for the outer road ; 10 past, we hung on the middle ground, run an anchor out astern, hove a strain and the anchor came home ; run several of the guns forward, started 25 butts of water and sent part of the bread on board a brig and a schooner. About 6, a gun-brig brought us an anchor and cable, which we laid out on the larboard bow, and about $\frac{1}{2}$ past 9, we hove off. At 10, we

¹ No description of the Danish force is given in margin.

made sail, and at 11, anchored in the road in $6\frac{1}{2}$ fathoms.

April 3rd.

A.M.—Moderate and hazy. Mustered at quarters and found the undermentioned officers and men killed, viz. : Captain Bowden, volunteer in the Rifle Corps ; Mr. Henry Youlden, mate ; John Anney, George Lewis, Henry Bazey, and James Innis, seamen ; and John Elkins, Thomas Cooper, and Thomas Murphy, marines ; and thirteen seamen and marines wounded. Employed clearing the decks and repairing the damages sustained in the action.

S.B.M. V
April 2nd.

OPENHAGEN

95

H. M.	Signal	By whom made	To whom addressed	Signification
A.M. 5.35	For lieutenants	Elephant	Isis and Ganges	[Annul weighing.]
5.45	66 annulled	Dart		
5.47	For captain	Cruiser		
6.40	For lieutenant	Blanche		
7.	214	General		[For a lieutenant from each ship.]
7.15	Do. annulled	Frigates		[Annul frigates.]
7.30	318	Elephant		[In want of boats to tow.]
7.35	191	Polyphemus, Edgar and Agamemnon		[Boats to proceed to ships denoted.]
		Elephant		
		General		[In want of boats to tow.]
		Do.		[For captains.]
		Do.		[Prepare for battle and for anchoring, with springs on the anchors and the end of sheet cable taken in at the stern port.]
7.36	318	Harpy		
7.37	213	Elephant		
8.	14	Do.		

*COPENHAGEN**POLYPHEMUS.—Continued.*

H. M.	Signal	By whom made	To whom addressed	Signification
A.M. 8.5	240	Elephant	Ships ahead of the Admiral	[Launches and manned and armed to assemble on board Ad- miral.]
8.10	319	Do.	Edgar and Polyphemus Centre division	[Boats are to return on board their ships.]
8.15	240 annulled	Do.	Do.	[Annul sending &c.]
8.25	240	Do.	Ships ahead of the Admiral	[Launches and manned and long-boats assembled on board Ad- miral.]
9.30	For captain	Do.	Edgar and Ganges. Blanche	[Pilot to be sent to Edgar.]
9.53	230 With Edgar's pennant	Do.	Do.	{ [Pilot and master to be sent to Admiral.]
9.17	{ 230 217 66 with	Do.	Do.	{ [Prepare to weigh, outer or leewardmost ships first.]
9.45	preparative	Do.	Agamemnon General	

9.55	66	Do.	Glatton, Ardent and Isis Ganges, Monarch and Defiance Glatton and Arrow	[Weigh, &c.]
10.15	66	Do.	Amazon Do.	[Weigh, &c.]
10.15	66	Do.	Elephant Do.	[Shorten sail and carry as little as can be carried without breaking the order of the fleet.]
10.15	92	Do.	General Edgar	[Make more sail, leading ships first.]
10.35	88	Do.	Bellona	[Ship is standing into danger.]
10.35	333	Do.	General	[Ships astern make more sail.]
10.40	89	Do.	Do.	[Form line of battle in close order at about $1\frac{1}{2}$ cables distant.]
10.42	44	Do.	Do.	[Take station astern of ship whose distinguishing sig- nal will be shown.]
10.43	269	Do.		

*COPENHAGEN**POLYPHEMUS.—Continued*

H. M.	Signal	By whom made	To whom addressed	Signification
A.M. 10.48 10.53 10.58	269 Isis' pennant 269	Elephant Do. Do.	Polyphemus Do. Do.	[Take station astern of Isis.] [Take station astern of ship indicated.] [Engage the enemy closer.] [Engage the enemy closer.] [Close nearer the Admiral.]
11.10 11.15 11.18 P.M.	16 16 108	Do. Do. Do.	Bellona General Bellona	[The ship has struck on a shoal.] [The ship is in distress and in want of immediate assistance.] [Discontinue the engagement.]
12.5	344	Bellona	Elephant Do.	[The ship has struck on a shoal.] [For captains.]
12.9	314	Russell	Agamemnon	[Come within hail.]
1.5	39	Désirée	Elephant Amazon and Cruiser Sparkler	
1.30	344	Do.		
2.30	213	Elephant		
2.45	84	Russell		

3.12	318	Glatton	Elephant	Isis	Do.	Elephant	Do.	Sparkler						
3.15	63 preparative	London	Van division	Biter	Do.	Van	Do.	General						
3.15	318	Monarch	Elephant	Elephant	Do.	Elephant	Do.							
3.30	344	Elephant			Do.									
3.30	384	Do.			Do.									
3.37	66	Do.			Do.									
4.	84	Do.			Do.									
4.15	284	Monarch			Bellona									
5.34	314				Elephant									
5.55	84				Do.									
6.	Spanish jack and No. 1													

¹ This is evidently a mistake. The signal was probably 384, in want of a stream anchor.

DEFIANCE.

[The rather bald account of the action in the Defiance's log is supplemented by an interesting letter from Admiral Graves.]

Log.—WILLIAM ROSS, Master.—Official No. —.

April 1st.

P.M.—Half-past three, weighed and made sail, the fleet in company. $\frac{1}{2}$ past 5, came to with the best bower in 7 fathoms, veered to a cable. Copenhagen NW by N 7 or 8 miles. At $\frac{1}{2}$ past 6, unbent the sheet cable, got it out of the starboard gun-room port and bent it to the spare anchor. At 8, the enemy firing shells at our ships. At 12, answered night signal 19 [want boats to tow].

April 2nd.

A.M.—At 4, do. weather. At 7, hoisted out the flat-bottomed boat. At 9, weighed and stood in abreast of Copenhagen town in company with the Elephant, Vice-Admiral Nelson; Edgar, Monarch, Ganges, Russell, Bellona, Isis, Glatton, Polyphemus, Blanche, Amazon and Arrow. 17 past 11, a general action took place between our ships and the Danish vessels and batteries. Let go our stern anchors with a spring on do. abreast of the Crown Battery, which wounded our main and mizen masts and bowsprit the first broadside. At noon, moderate weather.

P.M.—Moderate and fair. The action was continued warm on both sides. 14 past 3, the enemy ceased firing. We found that 13 of their vessels had struck. Cut the spring and stern cable and made sail. $\frac{1}{2}$ past 3, our ship took the ground. Run out the stream anchor and cable, which we hove home. At 7, a gun-brig came to assist us, which carried out our small bower-anchor, the cable from the stern port. Hove with both capstans and

ditto. Found it necessary to lighten the ship. Started 30 butts of water. Hove overboard a quantity of purser's wood.

April 3rd.

A.M.—Ditto weather. Hove the ship off. Employed warping into the anchorage with the assistance of the Jamaica and Acorn. Slipped the small bower and stream owing to their being out of the stern port, and in shoal water abreast of the Crown Battery. Five sail of the line struck, twelve razees and prams also struck. Small vessels employed towing them out. One ship of the line blew up and some of the razees. Mustered the ship's company, and found Lieut. Gray and 25 men killed, 56 men wounded.

LETTER FROM REAR-ADMIRAL THOMAS GRAVES.

[The original is in the possession of Sir C. Graves-Sawle, Baronet.]

Defiance, off the town of Copenhagen, April 3rd, 1801.

Dear Brother,—Yesterday an awful day for the town of Copenhagen. Eleven sail of our ships under the command of Lord Nelson, under whom I served that day, attacked the floating batteries, ships, gun-vessels, and their works on shore, which lasted five hours, with as many hard blows and as much obstinacy as has been ever known, and with great loss on both sides, but finally ended in the complete overthrow of their outer defence. We have now eleven sail of their vessels in our possession. Two ran on shore, one sank, and one was blown up in the action. It was, certainly, a most gallant defence, and words cannot speak too high of

the boldness of the attack, considering all the difficulties we had to struggle with, and their great superiority in number and weight of guns. I think we were playing a losing game in attacking stone walls, and I fear we shall not have much to boast of when it is known what our ships suffered, and the little impression we made on their navy. Lord Nelson tells me I shall be made a Baronet, but I shall only ask for justice being done to my two brothers. Lord Nelson was appointed to command this attack, and he asked for me to serve with him ; if not, you might depend on my not staying behind when anything was to be done. I think yesterday must prove that the enterprise of the British is invincible. Our loss in killed and wounded was only *ninety*. Lord Nelson's ship not thirty, but the Monarch that was next to us in the attack, and not so much exposed to the great Crown Battery, lost between two and three hundred men killed and wounded. Boys escaped unhurt. *I am told* the battle of the Nile was nothing to this. I am happy that my flag was not a month hoisted before I got into action, and into the hottest one that has happened the whole of the war. Considering the disadvantages of navigation, the approach to the enemy, their vast number of guns and mortars on both land and sea, I do not think there ever was a bolder attack. Some of our ships did not get into action, which made those who did feel it the hotter. In short, it was worthy of our gallant and enterprising little Hero of the Nile. Nothing can exceed his spirit. Sir Hyde made the signal to discontinue the action before we had been at it two hours, supposing that our ships would all be destroyed. But our little Hero gloriously said, 'I will not move till we are crowned with victory, or that the Commander-in-Chief sends an

officer to order me away.' And he was right, for if we had discontinued the action before the enemy struck, we should have all got aground and have been destroyed. As it was, both Lord Nelson's ship and the Defiance got aground in coming off. Lord Nelson sent for me at the close of the action, and it was beautiful to see how the shot beat the water all round us in the boat. Give my love to my dear daughter. She has ever the most ardent prayers for her happiness. The destruction amongst the enemy is dreadful. One of the ships that was towed into the fleet yesterday had between two and three hundred dead on her decks, besides what they had thrown overboard.

My dear Brother,
Your most affectionate friend,
THOS. GRAVES.

To John Graves, Esq.,
Barley House, Exeter.

EDGAR.

Journal.—Lieutenant MOLYNEUX SHULDHAM.—Official No. 9726.

April 2nd.

A.M.—At eight, came on board an officer and 35 privates of the 49th Regiment ; at ten, weighed with the squadron and led through the King's Channel ; at a quarter before eleven, the Danes opened a very heavy fire upon us ; at eleven, came to anchor in seven fathom water and opened our fire on the enemy.

P.M.—Moderate breezes ; still in action. At two, the enemy's fire slackened fast ; observed several of their hulks and batteries strike their colours. At three, ceased firing, our killed consisting of 31 and 94 wounded. Our running rigging entirely shot to pieces, masts and yards very much damaged, and

our sails shot through in many places, but repairable. At four, cut our sheet cable in the splice, being shot two strands through; made what sail we could through the King's Channel. At five, came to with the best bower in Copenhagen Roads in seven fathoms water, and veered to $\frac{1}{2}$ a cable. Down top-gallant yards and masts.

April 3rd.

A.M.—Light breezes. Employed clearing the ship. Came on board a gang of hands from H.M. ship Ramillies to assist. Employed knotting and splicing the rigging. Struck lower yards and top-masts.

MONARCH.

Journal.—Lieutenant JOHN YELLAND.—Official No. 9822.

April 2nd.

A.M.—Moderate and fine. Answered the signal for all lieutenants and captains; $\frac{1}{2}$ past eight, weighed and stood towards the enemy; at 9, firing as we passed the enemy. At ten, anchored abreast of our opponent head and stern, when we commenced general action. Shortly after Captain Mosse fell and was carried into the stern-walk dead. At noon, cloudy weather; engaged with the enemy's ships and batteries. At 6, observed one of the enemy's ships blow up with a dreadful explosion, the Admiral with the signal No. 16 [for closer action] flying during the engagement.

P.M.—Moderate and cloudy weather. In close action with the enemy; observed a boat with a flag of truce going on board the Admiral from the shore. About 2, observed the enemy had struck their colours; $\frac{1}{2}$ past 2, ceased firing and sent a boat on board the prize. At 3, cut the cable, and having a fair wind

proceeded to get the ship farther out, per order of the Admiral. Masts, rigging, sails and hull much shattered and the cables all cut to pieces ; spliced the sheet cable and bent it to the best bower anchor. At 5, anchored and received the assistance from H.M. ship Saturn ; mustered the ship's company and found 56 killed and 184 wounded.

April 3rd.

A.M.—Ditto weather. Employed knotting and splicing the rigging, &c. Carpenters and seamen on board belonging to the Saturn assisting to fit the ship for sea. At 8, committed the body of the deceased Captain J. Robert Mosse to the deep with the proper deference to the rank.

BELLONA.

[The Bellona seems to have suffered more from the defective condition of her own guns than from the fire of the enemy. The loss on board the Russell, the next ship astern, which was aground close to the Bellona, was exceedingly small.]

Log.—ALEXANDER BRIARLY, Master.—Official No. 2396.

April 2nd.

A.M.—Launch employed removing guns, &c. from the Zephyr fire-ship. At 7, signal for all lieutenants ; $\frac{1}{2}$ past [7], signal for all captains of van division. Sent the master to sound inshore and place a buoy by which the fleet were to avoid the south and middle grounds. 9.30. The master returned. At 10, signal to weigh with Bellona's pennant. 10.15. Weighed. At this time the Edgar and Isis had opened their fire on the enemy's floating and shore batteries, which kept up a constant heavy fire of shot and shells on our fleet. At 11, being within long range of the enemy's shot, and

passing the Isis, who had just anchored by the stern, the captain ordered the lower-deck guns to be well pointed and fired. We now perceived the ship had struck the ground. General signal to engage closer. $\frac{1}{2}$ past 11, the captain,¹ standing on the 3rd gun on the quarter-deck, received a shot which took off his left leg. He was carried off the deck and the 1st lieutenant, by his directions, took the command. Finding the ship fast on shore, the 1st lieutenant made signal to the Admiral 'the ship on a shoal.'

P.M.—Moderate and clear weather. The squadron engaging the floating batteries, &c. At 1, broke off part of the people from the guns to lay the stream anchor out on the larboard bow, which we effected. Manned the capstan and hove; but finding the anchor come home, held all fast and went to the guns. At this time engaging two of the enemy's floating batteries. At 2, the fourth gun on the lower deck burst, by which there were several men killed and wounded, among the latter two lieutenants and two midshipmen; one of the main-deck beams broke, and part of the main-deck and gangway blown up. At 3, the 14th gun on the lower deck burst, by which several men were killed and wounded, a great part of the main-deck blown up, and 3 of the main-deck guns disabled abaft, and 2 forward by the 1st gun. Prior to these accidents the Commander-in-Chief made the signal to discontinue the action, which was not obeyed by our squadron, several of them being aground at the time. 3.15. Observed the 3 floating batteries we and the Isis had engaged haul down their colours and strike. At this time all the line-of-battle ships of the enemy engaged to the northward, had struck their colours and were taken possession of. 3.30.

¹ Sir Thomas B. Thompson.

The enemy having hoisted a general flag of truce on shore, the firing ceased. Several of the boats were sent to assist us and the Russell in getting off the shoal. We had started our upper and part of the middle tier of water to lighten the ship. The Isis having slipt her stern cable, got our stream anchor¹ bent to it, brought [it] into our starboard hawse, and by constant heaving got the ship afloat at 8 P.M. The Vice- and Rear-Admirals besides two line-of-battle ships were still aground.

April 3rd.

A.M.—At 4, cut the cable and spring and made sail. Tacked occasionally, turning through the King's Channel to the northward. At 9, came to with the small bower ahead of the Vice-Admiral in 7 fathoms. Employed knotting and splicing the standing and running rigging, unbending sails, &c. On mustering the ship's company found 14 killed and 60 wounded. Among the latter were the captain, Captain Sharp of the 49th Regiment, Lieutenants Louthy and Wilks of the navy, Mr. Everton, master's mate, Messrs. Figg, Anderson, and Sitford, midshipmen. The main mast, fore mast and bowsprit wounded; six of the main shrouds shot away, five of the fore do.; main stay and greater part of the bobstays and running rigging; fore course, main, fore, and mizen topsails, mizen stay-sails and spanker shot through in many places; the launch being in danger of sinking from a piece of the guns which burst falling into her.

¹ Stream cable?

Letter from Edward Andrew Daubeney, dated April 4, 1801, written at Copenhagen, on board Bellona.¹

Dear Father,—On the 2nd of this month I was no longer a stranger to gunpowder. Admiral Nelson with nine or ten sail of the line, we in the number, were ordered by signals to attack the enemy's ships in their harbour; we did, and after five hours engagement gave them enough; great slaughter, I am very sorry to say, on both sides, particularly on the enemy's. Some of their ships were manned three times; eight hundred were killed and wounded in one of their ships, and almost as many in their others. Our ships have suffered very much from the enemy's shot. We got on shore on going in, and of course stood all their shot; it may perhaps be lucky, as we were a mark to our other ships. Captain Thompson was wounded in the beginning of the action, I believe badly, though not dangerously; he bears it well. We have besides about 80 killed and wounded by the bursting of our guns. I am, thank God, only slightly burnt by the bursting of one; don't be at all alarmed when you see my name amongst the wounded in the papers; to be sure I am weak, but that is occasioned by the length of the engagement, and I was not very well before. Should we come to action again, I am ready for them. I hope you are all well at home. I have thought of you night and day, and was very uneasy that I could not hear from you. I hope soon to return to England. You will write as soon as possible as certainly some ships must come out to us; direct to me under command Sir

¹ In the possession of Major E. K. Daubeney, D.S.O., South Staffordshire Regiment.

Hyde Parker, North Sea Fleet, Yarmouth. Our ship is much damaged in her hull, as we lay at a distance, our other ships mostly in the rigging. We have on board a great many Danes; they appear to be all from the plough. I must conclude or I shall be too late to send this. Excuse. I hardly know what to say from the confusion and groans of the wounded. I hope my dear mother is well; remember me dutifully to her. I shall write every opportunity. With love to brother and sisters,

I remain, your ever dutiful and
affectionate Son,
EDWARD DAUBENY.

To the Rev. James Daubeny, Stratton, Cirencester.

*Letter from Sir Thomas B. Thompson, Bart., dated
April 25th, 1801. Written off Yarmouth.*

My Dear Sir,—I desired Edward the day after our action of the 2nd to write to you, which I understand he has done, but upon my arrival here yesterday, finding his name in the paper reported amongst the wounded, I cannot resist the wish of making your mind easy on that subject by assuring you that his hurt was nothing more than a contusion on his cheek from a splinter, which had swelled it a great deal, but from which no serious apprehensions were, in the smallest degree, entertained. I have much pleasure in adding that he conducted himself with great gallantry and good conduct in this his maiden battle. For myself, I am lain down, having patiently to wait my cure or dissolution as it shall please God. I am now totally disabled and my career is run through, only at the age of 35. God bless you, my good sir. I write in great pain

COPENHAGEN

and under every disadvantage, so pray excuse all inaccuracies, and believe me most truly,

Your very sincere and faithful, humble servant,
THOS. B. THOMPSON.

To the Rev. James Daubeny, Stratton, Gloucestershire.

GANGES.

Journal.—Lieutenant R. LOUD.—Official No. 9763.

April 2nd.

A.M.—Do. weather. Got spring on our cable. $\frac{3}{4}$ past 10, weighed. 10 past 11, the enemy's ships and batteries commenced firing at the van of our ships, which was returned by do. The Ganges commenced firing. $\frac{1}{2}$ past 11, let go the stern-anchor. Noon, do. weather; constant firing kept up from H.M. ships and the enemy's.

P.M.—A constant firing kept up as before. $\frac{1}{2}$ past 3, found several of the enemy's ships and batteries had struck. $\frac{3}{4}$ past 3, the firing ceased; set the mainsail and cut the stern cable, and stood out in the best manner possible, the mast, yards, sails, &c., being very much cut. At 4, came to with the best bower in $7\frac{1}{2}$ fathoms. Mustered at quarters; found the master, Mr. Stewart, and 5 seamen killed, the pilot and 4 seamen wounded. Came on board the carpenter of the Defiance and six men to assist fishing the bowsprit, fore mast, and main mast. Flags of truce flying on board the different Admirals' ships.

RUSSELL.

Log.—PETER BURN, Master.—Official No. 2896.

April 2nd.

A.M.—Fresh breezes and clear weather. Barri-caded the ship and made every necessary preparation

for battle. At 8, answered the signal to prepare to weigh, and at 9, the signal for all captains. At 10.15, weighed and made sail per signal after the Defiance. At 10.30, made more sail, our headmost ships being engaged with the enemy. At 10.40, the Admiral made the signal for the fleet to engage closer. At 11, our leader opened her fire on the enemy. At five minutes after, opened ours on the two southernmost floating batteries. Lost sight of our leader in the smoke, but soon after seeing a ship's masthead in the same direction which we were coming fast up with, lowered our topsails on the cap. At $\frac{1}{2}$ past 11, ceased firing, one of our own ships passing us, and when the smoke cleared away found ourselves directly in the Bellona's wake and close on board her, both ships being aground. Made the signal for assistance and got our stream and kedge anchors out with stream cable and hawsers to heave the ship off, there being deep water (6 and 7 fathoms) close to our larboard side. Fired guns at the enemy when we thought they could do execution, and at $\frac{1}{2}$ past 11 (there being no chance of getting the ship off without further assistance), commenced action again with every gun that we could get to bear on the enemy without injuring our own ships. Got our after guns to bear on the two southernmost floating batteries and the bow ones on Nos. 3, 4, and 5, ahead of the Isis, so that every one did execution except three on the lower deck and the same number on the main deck, which could not be fired for some time on account of the Isis being in the way, although they afterwards were angled so as to do execution. But several of the enemy's shot went over both of us and damaged our vessels on the opposite side and on the middle ground, that part where we grounded being the westernmost extremity of the bank.

Hove on the hawsers and brought home the kedge ; got assistance from the London and St. George. At noon, a moderate breeze—the action going on as before. Our sails all furled.

P.M.—Moderate breezes. At 1.20, observed one of the ships that we were engaged with to have her colours and mast shot away, but still firing. Got a hawser from the Volcano bomb and hauled out our stream anchor and cable by it, hove the stream anchor and hove both, one at each capstan, then got the stream cables of the London and St. George bent to that of the Polyphemus, which (with one of our hawsers) reached our ship. Hove a great strain but were obliged to slack the Volcano's hawser, the directions being rather against each other. Continued heaving on the stream cables, viz. our own fast to the anchor, and those of the other three ships fast to the Polyphemus. Received several shot in our hull, rigging, and sails ; had some more men wounded, but none killed. Kept up a heavy fire on the enemy till $\frac{1}{2}$ past three, when they struck. Sent the boats and took possession of the Provesteen of 58 guns, 36 and 24 Danish pounds, being a three-decker cut down. Took several prisoners on board, and found that she had 130 men killed and 150 wounded, the first and second captains with several seamen having escaped in the long-boat. Employed repairing the rigging, stopping shot holes, and endeavouring to get the ship off. Got the Bouncer gun-brig alongside, put 40 casks of provisions and all our shot into her to lighten the ship. At 10, unashed the booms and got all spare spars, &c. over the side. Started 37 butts of fresh water, still continuing to heave on both capstans. Fresh breezes and cloudy weather. The Bellona afloat. N.B.—One of our boats was

shot all to pieces and the best bower cable damaged so as to require a survey of it.

AGAMEMNON.

Log.—RICHARD WEST, Master.—Official No. 8973.

April 2nd.

A.M.—At 10, answered the signal to prepare to weigh, weighed and made sail with double reef topsails, foresail, jib, main topmast staysail, spanker and mizen staysail. In the act of setting top-gallant sails, the Admiral made our signal to make more sail. At 11, answered the signal for standing into danger; found we could not weather the shoal. Let go the anchor in six fathom water, veered to one-third of a cable, furled sails, got the stream and kedge anchors into the launch with the stream cable and hawsers to warp the ship to windward, hove up small bower. All the ships engaging with the forts and floating batteries and forts.

P.M.—Moderate and clear; employed warping ship to windward. At half-past three most of the floating batteries were silenced and flag of truce passing. Made only little progress in warping ahead owing to the strength of the current and hardness of the ground; half-past six came to in eight fathoms, the King's palace NW by W. Got the stream and kedge anchors in, and sent the launch and flat-boat to assist our ships who had made the signal of being in distress, and in want of immediate assistance.

ARDENT.

Journal.—R. B. GARDE, Master.—Official No. 2345.

April 2nd.

A.M.—At 35 past ten, weighed and made sail with the van division in the line of battle after the Edgar,

the leading ship. At 50 past 10, the Danish floating batteries began to fire on the Edgar, which she returned. At 11, we began to fire on the enemy. Ran between the Edgar and the Danish batteries, and brought up with a stream anchor. Engaged with five of the enemy's floating batteries. At noon, warmly engaged with the enemy's floating batteries.

P.M.—At 12, one of them struck, and 10 minutes after two more hauled down their colours. At half-past two, ceased firing, having silenced the enemy. At 3, the Elephant hoisted a flag of truce. Found our lower masts very badly wounded ; the standing and running rigging cut to pieces ; the yards and topmasts very much damaged ; several of the carronades disabled and the sheet-anchor shot away.

April 3rd.

Employed clearing the wreck, receiving provisions on board, and taking provisions from the ship which had struck to us. Carpenters employed stopping the shot holes. Employed knotting and splicing the rigging and otherwise clearing the wreck. Carpenters making fishes for the masts. At 9, mustered the ship's company and found one midshipman and thirty men killed, and three officers and sixty-five men wounded.

POLYPHEMUS.

Journal.—Lieutenant BENJAMIN SPROULE.—Official No. 9856.

April 2nd.

A.M.—At half-past 10, the division weighed per signal, the Edgar leading, the van consisting of the Edgar, Elephant, Monarch, Ardent, Glatton, Defiance, Isis, Polypheus, Bellona, Russell, and Ganges. At 10.45, the Danes opened their fire

upon our leading ships, which was returned as they led in. At 11.20 we led in ; we anchored by the stern abreast of two of the enemy's ships moored in the Channel, the Isis next ahead of us ; the force that engaged these two ships was one of 74, the other 64 guns. At $\frac{1}{2}$ past 11, the action became general and a continual fire kept up between us and the enemy's ships and batteries. About noon, the Russell and Bellona got aground on the sand about two cables' length without us. At noon, a very heavy and constant fire was kept up between us and the enemy.

P.M.—At $\frac{1}{2}$ past 12, the Désirée got aground about three cables' length astern of us. The fire was kept up between us and the enemy without any intermission until 45 minutes past 2, when the 74 abreast of us ceased firing, but not being able to discern she had struck, our fire was kept up 15 minutes longer ; then we could perceive the people making their escape to the shore in boats. We ceased firing and boarded both ships and took possession of them. Several others also taken possession of by the rest of our ships, one blown up in action and two sunk. Mustered ship's company and found we had six men killed and 24 wounded, two of our lower deck guns disabled. Sent the launch to assist the ships that were aground ; received 86 Danish prisoners.

GLATTON.

[Captain Bligh's journal contains a very good account of the action. The Glatton's peculiar armament made her a most efficient vessel at close quarters.]

Journal.—Captain BLIGH.—Official No. 9750.

April 2nd.

A.M.—At 7.40, signal for all captains. At 7.45, signal prepare for battle, and anchor by the stern

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will spring on the cables. At 9.45, prepare to weigh. At same time Edgar, Ardent, and Glatton to weigh, and the other ships in succession. After dragging from the south end of the enemy's line we anchored ~~safely~~^{conveniently} in our station abreast of the Danish Commodore. At 10.26, the action began. At noon the action continuing very hot, ourselves much cut up. Our opponent, the Danish Commodore struck to us first his seconds ahead and astern still keeping up a strong fire. At 11.24, our fore top-mast was shot away, seven of our upper deck guns disabled by the enemy. The Bellona and Russell got aground and could not take their stations. The Agamemnon could not weather the middle, so our line did not extend so far to the north as it was intended by three ships. Lord Nelson our second ahead.

P.M.—Fine weather and light breezes. The action continuing very hot. At 2.45, it may be said to have ended. Lord Nelson in the Elephant, our second ahead, did me the honour to hail me to come on board, and thank me for the conduct of the Glatton.¹ All the ships to the southward of the Crown Battery struck their colours; some of the floating batteries were sunk and some burnt. We destroyed the Danish commanding officer's ship, the Danebrog, by setting fire to him with our carcasses. The flat-bottomed boats were sent to take possession of the ships and vessels. About three, we slipped our sheet cable and sailed out (as did others of our line per order) into the Road, where the Commander-in-Chief, Sir Hyde Parker, was with his squadron. Anchored at 4, Copenhagen Palace SW $\frac{1}{2}$ W 7 miles, and Huen Island NE by N

¹ Bligh afterwards asked Nelson to testify to his good conduct on this occasion. Nelson complied with the request, though he stated it was quite unnecessary. *Nicholas*, vol. iv. p. 343.

5 miles. Saw the Danish Commodore blow up. Our loss 17 killed, 34 wounded. Mast very dangerously wounded. Rigging and sails shot to pieces. Seven upper deck guns and two lower disabled by the enemy's shot. Received 52 Danish prisoners from the *Danebrog*.

April 3rd.

A.M.—Received 60 seamen and 11 carpenters from the *Raisonneable*. Employed repairing damages. If there had been a fresh breeze we must have been a mere wreck. Our lower masts must be double fished and mast heads secured by reefing the top masts. Lower yards also require fishes. We are in these respects the most cut up of any ship. Our number of men on board, including officers, was 309, so that we had $\frac{1}{3}$ of the whole killed and disabled. The enemy's line was nearly N and S. They had seven line-of-battle ships south of the Crown Battery, 5 low ships like sloops of war, and 6 floating batteries; in all 18. Northward of the Crown Battery were two line-of-battle ships and four brigs; and within the battery, two line-of-battle ships and a frigate rigged. Total 27 ships and vessels of war, besides gun-vessels alongshore and batteries, all of whom threw shot at us. All the ships and vessels to the southward of the Crown Battery struck, and except one or two were destroyed or taken. We fought at a cable length distance from our opponents.

ISIS.

Journal.—Lieutenant JAMES WALLACE.—Official No. 9795.

April 1st.

P.M.— $\frac{3}{4}$ past 3, weighed and made sail towards Copenhagen. $\frac{1}{4}$ past 4, came to with the best bower

in 7 fathoms ; Copenhagen steeple SW by W. $\frac{1}{2}$ past 7, several shells were hove towards the fleet by the batteries on shore, which fell beyond us. Hove up the anchor and warped the ship further out. At 8, let go the anchor again.

April 2nd.

A.M.— $\frac{1}{2}$ past 9, weighed and made sail, running in towards Copenhagen. Beat to quarters ; got all clear to anchor as per signal [*i.e.* with springs on the anchors, and the end of the sheet cable taken in at the stern port]. At 10, observing the Agamemnon had previously anchored, took our station and anchored exactly between the enemy's ships Nos. 1 and 2, No. 1 bearing south and No. 2 W $\frac{1}{3}$ N, and opened our fire. The Bellona and Russell aground abreast of us. Noon, the whole fleet warmly engaged with the floating batteries, &c.

P.M.—Moderate and fine weather. The fleet warmly engaged with the enemy. 2. Observed the enemy's ships Nos. 1 and 2 had struck. Ceased firing. Sent the flat-boats manned and armed on board the Admiral. 2.30. Observed all the enemy's ships had struck ; the batteries still firing and heaving shells on us, which our bombs returned. At 3, the enemy and bombs ceased firing. Answered the signal to weigh. Gave the Bellona our sheet anchor and cable. Slipped and made sail. One of the enemy's ships on fire. At 3, she blew up. Cheered the Admiral on passing. At 4, came to with the small bower. Hoisted the flag of truce on board the three Admirals. Got down topgallant masts. Found all the masts badly wounded ; many shot between wind and water ; not a running rope left but the fore topsail halliards and one clew-line.

April 3rd.

A.M.—At 9, mustered the ship's company and found killed : Mr. Lamond, master ; Mr. Long, lieutenant of marines ; Messrs. McKinly and Aam, midshipmen, with 28.

AMAZON.

[It will be observed that the frigates are disposed to make excuses for having obeyed the Admiral's signal to discontinue the engagement. The Amazon says the Alcmene repeated the signal. The Blanche says that she slipped in obedience to the Amazon's signal.]

Journal.—JOHN QUILLIAM, Lieutenant.—Official No. 9639.

April 2nd.

A.M.—Moderate and cloudy. At 10, the fleet weighed in succession and bore up in a line of battle. At $10\frac{1}{2}$, weighed and hove to; $10\frac{3}{4}$, bore up and commenced firing at the enemy's floating batteries. Observed the Bellona and Russell aground on the middle ground ; passed between them and the line of battle. At 11.5, anchored by the stern next ahead of the Defiance, Rear-Admiral Graves. At $11\frac{1}{2}$, the Blanche having anchored on our starboard beam, made the signal to her No. 4 [to take appointed station], and soon after repeated it. At noon, the enemy kept up a heavy fire, which we returned.

P.M.—Light airs ; the fleet keeping up a heavy fire on the shore. About 40 minutes past 12, the Alcmene being on our starboard beam, made the signal No. 39 [discontinue the engagement], cut her cable and stood off ; she was soon followed by the Blanche. Observed the same signal flying on board the London, but we continued our fire till 1.15, when the signal being repeated by the Rear-Admiral, cut the cable and stood off. At 1.18, Captain Riou was killed by a round shot. At 2.10, anchored in

7 fathoms, Copenhagen town SW, 7 miles. At 2, a Danish flag of truce went off to the Elephant, when the fire ceased. Of the enemy, one floating battery blew up. Main and mizen masts and bowsprit wounded, one of the carronades dismounted, a number of the lower shrouds and running rigging shot away.

Number	{	Killed, 14,
		and
		Wounded, 23.

DÉSIRÉE.

Journal.—JAMES SCOTT, Master.—Official No. 9178.

April 2nd.

A.M.—Moderate and clear. At 10, answered general signal prepare to weigh, outer and leeward-most ships first. $\frac{1}{4}$ past, the Elephant made signal to weigh successively. Edgar leading down Caspar Channel under easy sail. Followed ships of the line and took our station on the outside bow of southernmost hulk of the enemy, and commenced a raking fire. The Polyphemus took station abreast of same hulk. A battery on shore annoying us very much, being nearly ahead. Noon. A heavy cannonading on both sides. Light winds.

P.M.—Ditto weather. Still keeping up a raking fire on the two southmost hulls. $\frac{1}{2}$ past 2, several of the hulls were silenced. At 3, made sail and cut, to assist ships aground. When putting the helm down for stays, the ship struck the ground and stuck fast on the SW end of the middle ground. Got several launches to assist in laying out anchors and lightening ship.

April 3rd.

A.M.—Moderate weather. Employed lightening ship. Hove a strain frequently. Found the water fall rapidly, the current being down. Three ships of the line aground near us.

P.M.—Fresh breezes. Employed hoisting our guns out and clearing the holds. Lost sundry of the provisions in the night. Hove a strain on the purchase and messenger frequently.

April 4th.

A.M.—Ditto weather. Still lightening ship. Found the current shift and the water rising. At 7, the ship came off.

BLANCHE.

Journal.—S. J. GUNN, Master.—No official number.

April 2nd.

A.M.—At 8, weighed and warped two cables to the southward. Elephant made signal to prepare for battle and anchoring. At 10, the signal to prepare to weigh; the leading ships began to weigh and stand to the enemy's floating batteries before Copenhagen. At $\frac{3}{4}$ past ten, the headmost ships began the action. At 11, weighed and stood off and on; at half-past 11, bore up for the enemy's line. At noon, begun firing in passing along it.

P.M.—Moderate breezes and cloudy. At $\frac{1}{4}$ past 12, came to with the sheet-anchor from the stern with a spring, abreast of the Crown Battery, between the Amazon and Alcmene. At 1.15, the Admiral made the signal to discontinue the engagement. At $\frac{1}{2}$ past 1, the Amazon made our signal to discontinue the engagement. Slipped the cable and spring, and made sail through the King's Channel to the north-

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ward, with the Amazon, Alcmene and Dart. Killed, 1 marine and 5 seamen, 9 wounded; the small bower anchor shot away, main stay, sails, and rigging much cut. At 3, the firing ceased, the greatest part of the enemy's floating batteries having struck, and flags of truce passing between the fleet and the shore. At 4, came to with the best bower in 5 fathoms, Great Cram in one with the southmost church in Copenhagen SW $\frac{1}{2}$ S. Kronborg Castle NE. Unbent the main topsail to repair it, and bent another. People knotting and splicing. Bent the small bower cable to the spare anchor.

ALCMENE.

Journal.—JOHN CUSTANCE, Acting Master.—Official No. 8973.

April 2nd.

A.M.—Light breezes and fine weather. Answered signal for all captains and to prepare to weigh; 10, weighed. At 10.15, the Isis commenced firing on the line in passing, as did all the ships in succession till they took their station. At 10.30, we anchored with a stern cable, and commenced our fire, where we lay till past twelve o'clock, when we cut, having 18 men killed and wounded, hull, masts, and rigging much damaged.

P.M.—Light breezes and fine weather. 12.30. Left off firing, cut the stern cable and made sail from the line, with the other frigates, tacked, made and shortened sail occasionally. At 2, made signal No. 63 [permission to anchor as convenient], which being answered with the affirmative, anchored with the small bower in 7 fathom water. At 5, weighed and made sail. Tacked occasionally, turning to windward. At 8, anchored in 5 fathoms water, and veered to half a cable.

ARROW.

Log.—JOHN HARTLEY, Master.—Official No. 2365.

April 2nd.

A.M.—At 10, answered the signal to weigh ; and the line-of-battle ships weighed first, Edgar in the van. The others followed regularly, only the Agamemnon which was supposed aground. At 11, the action became general on all the line-of-battle ships. The Amazon weighed with her squadron of sloops and frigates, our ship included.

P.M.—Fresh breezes and clear weather ; at $\frac{1}{2}$ past 12, per signal, weighed. At 1, brought up with sheet anchor before the wind and commenced our fire on the enemy. At 4, the action ceased, and flags of truce passed betwixt Admiral Nelson and the shore. Victualling 36 prisoners.

April 3rd.

A.M.—At 6, received orders to assist in getting the Defiance afloat. Sent 40 men and 2 cables on board.

DART.

Log.—NATHANIEL HARNED, Master.—Official No. 10028.

April 2nd.

A.M.—At $\frac{1}{2}$ past 10, the signal made for our division to weigh and engage the enemy. At 40 minutes past 10, a signal to close the enemy, who kept up a very heavy fire on our ships, who engaged in succession and closed the action per signal. At noon, anchored and moored head and stern close to two of the enemy's line-of-battle ships, abreast Crown Island, who kept up a very heavy fire from the ships and batteries. The signal still flying to

close the enemy. The Commander-in-Chief working up with his division. Fresh breezes and fair. During the action the ship's log-book was cut in two and torn to pieces by a shot.

P.M.—Engaged in close action with the enemy. At $\frac{1}{2}$ past 1, the Commander-in-Chief made the signal to cease the action, Lord Nelson still the signal flying to close the enemy. Sir Hyde Parker's division still working up to join the action. At $\frac{1}{2}$ past 2, cut our best bower and stream cables to obey the signals made by the Commander-in-Chief. At $\frac{1}{2}$ past 3, the enemy's fire totally ceased. During the action the enemy had one ship blown up and two or three sunk. Our ships employed taking possession of the enemy's ships and batteries that had struck, and securing the prisoners. Sundry of our line-of-battle ships got on shore, laying the enemy's batteries alongside, but got off during the day. Flags of truce passing and repassing from the enemy with the Commander-in-Chief. Received 27 prisoners on board from the Kronborg. Our loss sustained: R. E. Sandys, first lieutenant, killed, one seaman; one wounded. Two shot between wind and water. Sheet anchor broke, sheet cable cut. Sundries of our rigging shot away. Employed repairing our damage.

CRUISER.

Log.—Wm. FOTHERGILL, Master.—Official No. 2506.

April 1st.

A.M.—At $\frac{1}{2}$ past 6, weighed and made sail with several pilots and masters from the fleet and stood toward the north buoy of the middle and anchored. The captain and masters and pilots proceeded to place as buoys the Harpy and several small vessels, for the direction of the fleet, and made signal to be

left to starboard. At 11, observed the enemy's batteries to fire on the boats. Fresh breezes and cloudy weather.

P.M.—Moderate breezes and cloudy weather. At 3, observed the van division under way. $\frac{1}{8}$ past, weighed and led them through the outer Channel to the southward and showed the depth of the water occasionally by signals. Sent the master to lay another buoy on the south end of the middle. Anchored in five fathoms close to the shoal, as did the squadron. At $\frac{1}{2}$ past 8, the fleet having anchored in close order, the enemy fired shells which fell short of us. At midnight, answered signal to assist the *Blanche* who was drifting.

April 2nd.

A.M.—At 5, the boats returned. At daylight, moderate breezes and cloudy. Answered several signals. Hove up and began warping to lie on the south end of the middle for the direction of the fleet. At 10, several signals were made by Lord Nelson. Shortly after they weighed and made sail in order of battle, led by the *Edgar*. The forts and batteries opened their fire on the ships as they arrived and anchored with the stream cables astern, engaging with their respective opponents. The *Agamemnon* grounded on the middle. At $\frac{1}{2}$ past, made sail to join the *Amazon* per signal. $\frac{1}{2}$ past 11, the action was general. At noon, passed the *Bellona* and *Russell* aground on the middle under a heavy fire from the enemy. Received a shot through the head of our fore mast.

P.M.—Light breezes and clear weather. Observed the *Glatton* to have lost her fore topmast. Observed the *London* to have made signal No. 39 [discontinue the engagement]. Repeated ditto. At $\frac{1}{2}$ past 2, anchored. Observed the *Désirée* aground.

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At 5 minutes past 3, the London made signal No. 63 [anchor as convenient] to the Amazon. The Defence, Ramillies, and other ships of Sir Hyde Parker's squadron, coming up from the northward, gave their several broadsides. By this time the enemy's fire became slack. Observed several floating batteries to have struck and flags of truce coming from the shore. $\frac{1}{2}$ past 3, ceased firing on both sides. At 5, sent down topgallant yards and masts and fore topmast and yard. Carpenters employed making fishes for the mast.

April 3rd.

A.M.—The enemy's batteries that had struck were towed from their moorings. Carpenters employed fishing the fore mast. At noon, finished the fore mast. Fresh breezes and cloudy weather.

HARPY.

Log.—HENRY HARNETT, Master.—Official No. 2656.

April 1st.

P.M.—Light winds and fair weather. Hove up and anchored on the Middle Ground, $3\frac{1}{2}$ fathoms water, to prevent the line-of-battle ships getting aground. Got all ready for action.

April 2nd.

A.M.—At 6, weighed. Tacked ¹— working to the southward of the middle shoal.

P.M.—Light winds and fair. At two o'clock, went to the assistance of the Désirée which was on shore. Anchored on the starboard bow. Sent on board a hawser to haul out a stream anchor.

¹ Illegible word.

April 3rd.

A.M.—Moderate and cloudy. At 6, hove out and stood towards the Admiral. At 8, received on board 26 prisoners from the Ardent. At 9, answered the signal to take a ship in tow who had struck. $\frac{1}{2}$ past do., anchored ahead of her. Sent a hawser on board. Slipped our cable and made sail with the tow. Anchored her astern of the Commander-in-Chief.

P.M.—Made sail for Copenhagen with a flag of truce. Sent the boat to weigh our anchor. Weighed, but was obliged to cut the cable to get from under the batteries. At 5, made sail towards the fleet. At 11, anchored near the Admiral.

DISCOVERY.

Log.—Wm. GLEN, Acting Master.—Official No. 2519.

April 2nd.

During the night the enemy hove several shells close to the fleet.

A.M.—At 7, answered signal to prepare for battle. At 7.30, answered signal for captain. At 9 answered signal to prepare to weigh, and carried out the stream anchor ahead to heave the ship clear of the middle ground. At 10, the line-of-battle ships got under way. At 10.10, wore [veered] to a cable to let the Agamemnon pass ahead of us. At 10.30, the enemy opened their fire on our van. At 10.40, the Edgar commenced firing; the Agamemnon let go her anchor on the larboard bow, not being able to weather the middle ground. At 11.20, the action became general. At 11.30, most of the line-of-battle ships at anchor close to the enemy, and within shot of the shore. At 11.45, weighed and made sail, and run along the enemy's line to get

to our station on the Admiral's beam. At noon moderate and fair.

P.M.—At 12.10, opened our fire from the mortars in passing the line. Passed H.M. ships Bellona and Russell aground. At 12.50, Lieutenant Hill lost his right arm and two men wounded. At 1.10, came to on the Admiral's starboard quarter; kept up a constant fire upon the town and dockyard. At 2.28, several of the enemy struck. 2.40. Ceased firing, as did the line-of-battle ships, our boats taking possession of the enemy as they struck. At 3.30, the Elephant and Defiance aground; sent our stream anchor and cable to the former. Saw one of the prizes on fire; at 5.30, she blew up. Lord Nelson sent a boat with a flag of truce into Copenhagen. At 6, she returned, with a Danish flag of truce, on board the Elephant. At 6.20, the Vice-Admiral Lord Nelson hoisted the flag of truce on board the Elephant; several of the line-of-battle ships under way to join Admiral Parker.

April 3rd.

A.M.—At daylight, saw the Elephant in the fleet, the Defiance still aground.

EXPLOSION.

Journal.—J. H. MARTIN, Esq., Captain.

April 2nd.

A.M.—At $\frac{1}{2}$ past 6, answered signal 213 [for captain]. At 8, answered signal 240 [for launches and long-boats manned and armed to assemble on board Admiral]. At $\frac{1}{4}$ past 8, answered signal to prepare to weigh. At 10, the line-of-battle ships' signal was made to weigh. At 25 minutes past 10, the enemy opened their fire on

H.M. ship Edgar. At $\frac{1}{2}$ past 10, H.M. ship Agamemnon got aground on the south end of the middle ground in getting under way, and did not come into the engagement. 20 minutes before 11, the Bellona's signal was made to engage more closely. $\frac{1}{4}$ before 11, one of the enemy's floating batteries run into harbour, our ships warmly engaged by the enemy's ships and batteries on shore. At $\frac{1}{2}$ past 11, H.M. ships Bellona and Russell got aground in going into action on the SW part of the Middle [Ground]. Explosion got under way and made sail to the ships in action. At 10 minutes before 12, anchored to the eastward of H.M. ship Elephant, and opened our fire with the mortars on the enemy. Observed another of the enemy's batteries run out of the line, our ships still closely engaged by the enemy. Admiral Parker with the rear division under way working to windward to assist our ships in action. The Elephant made signal 144¹ and Defiance 314 [the ship is in distress and requires to be assisted immediately]. The booms caught fire from the mortars; cut the lashings and hove the sweeps, royal yards, and several other spars overboard.

P.M.—Moderate breezes and cloudy weather. Observed some of the enemy's ships had struck to the British flag. At 2, saw one of the enemy's ships on fire and another sinking. At 3, the Elephant made signal 344 [ship is aground], Monarch and Ganges, 318 [for boats to tow]. At the same time the above enemy's ship that was sinking sunk. Came out of harbour two flags of truce. At 10 minutes after, ceased firing throughout the fleet. H.M. ship Elephant on shore on the middle [ground]. At 20 minutes past 4, the above enemy's ship blew up, the fleet's boats shifting

¹ The meaning of this signal cannot be ascertained.

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prisoners, the Russell and Désirée on shore on the middle ground. Fresh breezes and cloudy weather. Got under way and shifted our berth more to the southward and westward. The Admirals with flags of truce flying.

HECLA.

Log.—RALPH STOTT, Master.—Official No. 2(?)44.

April 2nd.

A.M.—40 past 8, the Admiral made the signal to prepare to weigh as the different ships' pennants were shown. At $\frac{1}{4}$ past 9, the Edgar weighed and made sail, the rest of the fleet following her. At 35 past 3, the enemy opened their fire on our ships as they passed.

P.M.—Moderate weather. Fleet still in action. At 2, saw the Russell and Bellona aground; at 3, Desiree $\frac{1}{2}$ past 3, weighed and made sail. The firing having ceased in many parts of the line, where the English colours appeared flying on board several of their ships and floating batteries. At 4, came to, the firing on both sides having entirely ceased. A Danish line-of-battle ship on fire adrift. At 5, she blew up with a dreadful explosion. Saw two flags of truce come from Copenhagen, which went on board the Elephant. $\frac{1}{2}$ past 7, got under way again to work up to the fleet, but finding the ship drift fast to leeward, at 9 came to again, the Admiral WSW, distant five miles.

VOLCANO.

Log.—THOMAS BRIGHTMAN, Master.

April 2nd.

A.M.—At 10, answered the signal for the captain; and general signal to weigh at 5 past do. Edgar's,

Monarch's, Ganges', Polyphemus and Agamemnon's signal to weigh. At 30 past do., the Vice-Admiral weighed with the rest of the squadron. Agamemnon's signal to make more sail. At 40 past do., Agamemnon's signal No. 333, ship is standing into danger, wore [veered] to two cables to keep clear of the Agamemnon. At 11, the enemy's ships, floating batteries and forts on shore commenced firing on the Edgar, which she instantly returned. Edgar made the signal for the sternmost ships to make more sail, the squadron engaging as they passed the enemy. At 5 past 11, the Polyphemus's signal to take her station astern of the Isis to cover the Bellona and Russell who had previously got aground; Alcmena's signal No. 9 to join Admiral at 15 past do.; general signal to engage closer at 18 past do. Bellona's signal do. at 20 minutes past do. Lord Nelson began to engage the enemy with the signal to engage closer, which was kept flying during the whole of the action. Admiral made Bellona's signal to close at 30 past 11; the Bellona made the signal of having struck on a shoal. At 35 past 11, the Russell made the same signal. At 45 past do., Rear-Admiral Graves began to engage the enemy. At noon the Bellona made the signal for assistance, the enemy and fleet still closely engaged.

P.M.—Moderate and cloudy weather. Enemy and fleet still closely engaged. At 5 past 12, the Russell made the signal for assistance. At 15 past 12, Admiral made the signal for the Blanche to assist ships in distress. At 10 past 1, Admiral Parker in the offing made the signal to discontinue the action, which was repeated by the Désirée and Agamemnon. At 1.30, the Désirée got on shore. At 2, weighed and made sail. At 5 past do., commenced firing shells, carcasses, &c., at the enemy.

At do. Captain Inman of the *Désirée* ordered us to anchor to assist him. At do. the *Russell* sent for our stream cable to assist in getting her off the shore, which we sent. At 30 past 2, observed one of the junk ships ceased firing. At 45 past do., the *Polyphemus* sent her boats to take possession of her, and hoisted the English union on board of her, the forts on shore and the rest of the Danish ships keeping an excessive heavy fire on the fleet. At 55 past do., the *Glatton* made the signal No. 314 [in distress and in want of immediate assistance] to the Admiral. At 4, observed one of the Danish 74 gun ships on fire (the Commodore's). At 4, ceased firing at the enemy, all the Danish ships lying without the harbour of Copenhagen, having struck to the fleet. At 5, the Danish Commodore's ship which caught fire blew up. Sent the cutter on board one of the prizes to assist in bringing the prisoners on board the *Polyphemus*. At 7, the Admiral made No. 6 with a Spanish jack over.¹

April 3rd.

A.M.—H.M. ships *Russell* and *Bellona* got off the shoal without receiving any damage. The *Désirée* still on shore, getting her guns, &c., into a bomb tender. Captain Sutton of the *Alcmene* came on board with orders for us to shift our berth nearer to Crown Island. Found the anchor foul of the *Désirée*'s anchor. Cut the cable. Employed warping into station. Crown Island NW $\frac{1}{2}$ N, two or three miles. No killed or wounded on board.

¹ The meaning of this signal cannot be ascertained; the usual meaning of the Spanish jack was 'enemy in sight,' and that of No. 6, 'leave off chase. Ships detached to join.' *Polyphemus*'s signal log contains the entry 'Spanish jack and No. 1.' See p. 99.

OTTER.

Journal.—GEORGE M. KINLEY, Captain.—Official No. 9852.

April 2nd.

A.M.—Answered signal for all lieutenants, do. captains; 14 [prepare for battle and for anchoring with springs on the anchors, &c.]; answered signal 251 [the ship's company will have time for dinner]; several of the line-of-battle ships' signal to weigh; do. 92 [to shorten sail and carry as little sail as can be carried without breaking the order of the fleet]. The Edgar led the line towards Copenhagen. Answered signal to weigh; sent all our powder on board the Amazon. At 10, primed the ship; at half-past ten weighed; at ten minutes before eleven the enemy's headmost ships began to fire on the Edgar, which she warmly returned. Bore up for the Roads; hove to, sent the ship's company on board the Dart, except the lieutenant, one midshipman, and eight men. The Désirée got on shore, but kept up a very brisk fire on the southernmost floating batteries. Bore up in company with the Amazon. Sir Hyde Parker's fleet got under way, working up inshore. Admiral made signal 16 [for closer action]; some of the line-of-battle ships took the ground but kept up a very heavy fire on the enemy. Ran down inside of the Ardent and Bellona, which appeared very much cut up about the rigging, sails, &c.; half-past 11, anchored a little to the westward of the Elephant. At noon, the action continued very severe on both sides.

P.M.—Still in action, Sir Hyde Parker's squadron working up. At 10 minutes past 12, the Glatton's main topmast went over the side. At 1, the St. George's boat came on board; at 1, signal from one of the line-of-battle ships aground 317 [in want of

assistance, but not immediately], do. 318 [in want of boats to tow]. At half-past one, received a very heavy shot in the boatswain's store-room, several grape shot in different parts of the hull. Hoisted signal No. 16 [for closer action] as repeated from the Elephant, which was shot away. At $\frac{1}{4}$ before 2, a shot carried away the ensigns, halliards, &c. At $\frac{1}{2}$ past 2, Sir Hyde Parker made the signal 39 [discontinue the engagement]. Lord Nelson still flying No. 16 [for closer action]. Received a very heavy fire from the Crown Island. At 3, the southernmost floating battery struck her colours. The Glatton set on fire one of the enemy's ships; several of the hulks struck. The Crown Isles stopped firing. One of the enemy's ships cut and bore up, the Ramillies firing very heavy upon her, the London working up with a flag of truce flying. At 4, cut the best bower away, as did the Amazon, Dart, Arrow, &c.; received a very heavy fire from the batteries and enemy's ships to westward. Shortened sail. At 15 minutes after four, the bombs began to bombard the town; at 20 minutes after four the action ceased. The Monarch cut and bore up, having lost her main top-mast and very much cut up about the hull, rigging, yards, masts, &c. The Edgar and several other of the van squadron cut and bore up, and many aground. Employed working to windward. At half-past six, the enemy's ship which was on fire blew up with a tremendous explosion. Anchored with the stream in 10 fathoms, King's Palace SW, eight miles. Employed boarding the prizes and sending the wounded prisoners on shore; got the fire-works down below; veered $\frac{1}{2}$ a cable; employed reeving new running rigging, splicing, &c.

ZEPHYR.

Log.—JAMES ELSWORTH, Master.—Official No. ——

April 2nd.

A.M.—At 4, getting the guns and powder and gunner's stores out, and sending them on board the Bellona and Ganges, and primed for immediate use. Answered the signal to weigh. At $\frac{1}{2}$ past nine, weighed in company with the van division. Sent 35 men on board the Amazon. At $\frac{1}{2}$ past 11, the action began from the Danish line-of-battle ships, floating batteries, and the Grand Crown Island and batteries on shore, which was returned by our fleet with two guns for one.

P.M.—Moderate breezes and cloudy weather. Fleet still in action. At 25 minutes past two, the firing ceased on both sides, when fifteen of their ships had struck to the fleet. At 4, a Danish line-of-battle ship blew up. At 6, the cutter employed setting fire to the ships that had struck.

TRAFalGAR—1805.

INTRODUCTORY.

THE battle of Trafalgar has been so thoroughly threshed out by historians that little new light is thrown on the incidents of the action by the narratives contained in the log-books. The old accounts of the battle appear to be in the main correct.

The theory that the British fleet attacked in two divisions in line of bearing, receives little support from these logs or private letters. Where the formation of the fleet is mentioned it is usually described as in two columns. The term column at the beginning of the century was only used in the sense of a line ahead, never in that of a line abreast or a line of bearing. The log of the *Euryalus* speaks of the fleet bearing down in two lines, but goes on to say that Nelson was leading the weather and Collingwood the lee line. Again the *Leviathan* and *Mars* were directed to lead their respective lines. The expression ‘to lead’ seems to imply a line ahead. Captain Harvey says that the *Téméraire*, at the beginning of the action, almost touched the stern of the *Victory*. This could hardly have been the case if the *Téméraire*’s station had been on the *Victory*’s quarter.

On the other hand Collingwood’s journal contains the entry, ‘Made signal for the lee division to form the larboard line of bearing and to make more sail.’ The time at which this signal was made is not stated; but it was between ten and eleven

o'clock, or about three hours after the signal to bear up had been made. Moreover, the signal immediately preceding it was an order for the *Tonnant* and *Belleisle* to change places in the line, 'the former ship not being able to keep up with the Royal Sovereign.' If the lee division had been in line of bearing this signal would clearly have been unnecessary. It appears that Collingwood ordered his division to form the line of bearing in order to enable his faster sailing ships to get more quickly into action, not being hampered by the movements of the slower ships which happened to be ahead of them in the line, and also to prevent each ship from acting as a drag on her next ahead by taking the wind out of her sails. This seems to be the view taken by Captain Moorsom, of the *Revenge*. It is certain that the line of bearing was never correctly formed by either division. Some of the rear ships in each column did not get into action till between two and three hours after their leaders. Such delay would have inevitably ensured the trial of their captains by court-martial had the fleet been ranged in lines parallel to that of the enemy. But the private accounts of the battle included in this volume contain direct proof that the fleet were not so formed. Lieutenant Browne, of the *Victory*, explains to his parents the usual method of attack and tells them that it was not adhered to on this occasion. Captain Harvey, as we have seen, speaks of being astern of the *Victory*. Captain Moorsom says that the allied van could not afford any succour to their centre 'without passing through the sternmost part of our weather column.' In his second letter he tells his father that 'a regular plan was laid down by Lord Nelson some time before the action, but not acted upon.' This evidently refers to Nelson's celebrated memorandum.

As usual, there is great difference in the times noted on board different ships. It is hopeless to look for an accurate description of the movements of the Victory in the logs of the leading ships in Collingwood's division. On the other hand, the Victory was a looker-on when the Royal Sovereign began the action, and the notes which formed the basis of the account in her log ought therefore to be valuable. The frigates also were in a position to see and accurately note the opening events. The log-book of the Victory gives the times of the heads of the columns beginning the action as follows: enemy opened fire on the Royal Sovereign at 11.30, Royal Sovereign replied at 11.40; enemy opened fire on the Victory at 11.50, Victory replied at 12.4. Excepting the last time mentioned the minutes appear to be all round numbers, and give rise to suspicion of inaccuracy. We know, too, that the Admiral's secretary was killed early in the action, and that the captain's clerk was also among the slain. In fact, the carnage on the upper deck of the Victory was so great that it is highly improbable that the officer ordered to take notes escaped, even if neither of the officers named performed the duty. On board the Naiad and Sirius no times seem to have been noted. The Euryalus, whose account of the action is a very good one, states that the Royal Sovereign opened fire two minutes after the enemy began firing at her; four minutes later the enemy opened on the Victory, who also returned the fire two minutes afterwards. The Phœbe states that the enemy began their attack on the Royal Sovereign at 12.5, and 'shortly after' the fire was returned; and that the Victory opened fire at 12.17, or twelve minutes after the beginning of the action. This statement does not differ to any great extent from

that of the *Euryalus*. The *Victory's* log gives her speed up to noon as two and a half knots. In other words she would take twelve minutes to advance one thousand yards. A thousand yards was considered a long range in 1805, and though we do not know at what distance the combined fleet opened fire, it may be fairly supposed that it did not exceed that range. It will be observed, however, that Captain Harvey states that he did not see any other ship but the *Royal Sovereign* in action before the *Téméraire* was herself engaged with the enemy. Now the *Belleisle* was two cables distant from the *Royal Sovereign*, and therefore must have reached the enemy's line about five minutes after her leader. This evidence is therefore in favour of the accuracy of the account given by the frigates. The idea that the *Royal Sovereign* engaged alone and remained unsupported for any considerable time is borne out by none of the logs of ships in a position to judge.

After the action was over all the energy and seamanship of the fleet were called into play. The prizes were in most cases mere hulks with shattered hulls, and the British ships which had borne the first brunt of the battle were in little better condition. A westerly swell was setting in, the sure forerunner of a gale. Nelson had foreseen the condition his fleet would be in and had made signal to prepare to anchor at the close of the day. In his dying moments the idea of anchoring was predominant in his brain. Only those who have served in a sailing ship in which important spars have been carried away can entirely enter into Nelson's view of the case. He knew that his ships and their prizes would soon be helplessly rolling about with a lee shore within a few miles of them. To rig jury masts under such circumstances would be extremely

difficult. To tow all the dismasted vessels might probably endanger both the hulks and the ships which had them in tow. 'Anchor,' said Nelson, and the event proved that he was right. But at the close of the action the master mind was gone, and his successor was a man of very different calibre. Admirable as a captain, and indeed as second in command of a fleet, when he succeeded to the chief command his inferiority to his great predecessor was marked. He could carry out the plan of attack given to him with precision and with a cool courage which excited the admiration of his chief, yet he hardly seems to have appreciated the principle of the orders which he so ably executed. In the conduct of the fleet after the battle he does not appear to advantage. While every allowance must be made for the great difficulties of the situation, it is impossible to avoid the conclusion that had Nelson lived he would not have permitted any of his hard-won prizes to fall again into the hands of the enemy, though he might have been compelled to destroy them. 'Anchor,' said Collingwood, 'it is the last thing I should have thought of!' Seeing that the signal to prepare to anchor had been made in the forenoon this remark is somewhat extraordinary.

Those logs which contain any remarks of interest bearing on the events of the afternoon of October 23 have been copied in full up to, and including, that day. Extracts from the logs to later dates are given. Whatever may have been the shortcomings of the Admiral, these records contain a glorious story of successful seamanship.

LIST OF SHIPS PRESENT AT TRAFALGAR.

	Guns	
Victory	100	Vice-Admiral Viscount Nelson, K.B. ; Captain Thomas Masterman Hardy.
Royal Sovereign,	100	Vice-Admiral Cuthbert Collingwood ; Captain Edward Rotheram.
Britannia	100	Rear-Admiral the Earl of Northesk ; Captain Charles Bullen.
Téméraire	98	Captain Eliab Harvey.
Prince	98	Captain Richard Grindall.
Neptune	98	Captain Thomas Francis Fremantle.
Dreadnought	98	Captain John Conn.
Tonnant	80	Captain Charles Tyler.
Belleisle	74	Captain William Hargood.
Revenge	74	Captain Robert Moorsom.
Mars	74	Captain George Duff.
Spartiate	74	Captain Sir Charles Laforey, Baronet.
Defiance	74	Captain Phillip Charles Durham.
Conqueror	74	Captain Israel Pellew.
Defence	74	Captain George Hope.
Colossus	74	Captain James Nicoll Morris.
Leviathan	74	Captain Henry William Bayntun.
Achille	74	Captain Richard King.
Bellerophon	74	Captain John Cooke.
Minotaur	74	Captain Charles John Moore Mansfield.
Orion	74	Captain Edward Codrington.
Swiftsure	74	Captain William George Rutherford.
Ajax	74	Lieutenant John Pilfold (acting).
Thunderer	74	Lieutenant John Stockham (acting).
Polyphemus	64	Captain Richard Redmill.
Africa	64	Captain Henry Digby.
Agamemnon	64	Captain Sir Edward Berry.

FRIGATES.

Euryalus	Captain the Hon. Henry Blackwood.
Naiad	Captain Thomas Dundas.
Phœbe	Captain the Hon. Thomas Bladen Capel.
Sirius	Captain William Prowse.

SCHOONER.

Pickle	Lieutenant John Richard Lapanotière.
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CUTTER.

Entreprenante	Lieutenant John Puver.
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EURYALUS.

[The log of the Euryalus contains a complete history of the battle of Trafalgar, and of the events which preceded and followed the action. Captain Blackwood commanded the look-out squadron off Cadiz, and transmitted to Nelson the first intimation that the combined fleet was putting to sea. During the battle the Euryalus was more than other ships in a position to see the varied incidents of the fight and the movements of particular vessels. After the action Collingwood shifted his flag to the Euryalus, and from her the signals were made ordering the abandonment of many of the prizes which had been so hardly won by his great predecessor in command. The log of the Euryalus has therefore been placed at the head of the records.]

Log.—FREDERICK RUCKERT, Master.—Official No. 9328.

Friday, October 18th.

P.M.—Light variable airs and clear. At 2, light breeze from the westward. At 4, light airs and clear. Squadron in company. At 6, Rota NE by N. St. Sebastian E by $N \frac{3}{4} N$, about 4 or 5 miles. Squadron in shore of us to look out. At 8, light airs. Squadron in company. Sebastian E by S, 4 miles. At 9.10, tacked. At 10, Cadiz E $\frac{1}{4} N$, about 4 miles. At 11.30, tacked. At 12, light breezes and clear. Squadron in company. Observed during the night the enemy making signals between Rota and Cadiz and about the coast.

Saturday, October 19th.

A.M.—At 3.30, tacked ship. Moderate and clear. Out 2nd reefs, set foresail and spanker. At 4, ditto weather. Squadron in company. At 5.30, tacked. Sebastian NE, about 4 miles. At daylight observed the enemy's ships in Cadiz with topgallant yards across, and eight ships having their topsails hoisted to the mastheads. At 7, saw the northernmost ships under way. At 7.20 dispatched the Phœbe

to repeat signals between us and the English fleet. At 8, saw 19 of the enemy under way. All the rest, except the Spanish Rear-Admiral and another line-of-battle ship, with their topsails to the mast head. The Defence in sight from the mast head west. Phœbe WNW, firing three minute guns. At 8.10, came within hail the Naiad, and ordered her to repeat as many signals as possible between us and the Phœbe. Made a telegraph message to the Weazle, intelligence to Gibraltar and Tetuan. At 9, ordered the Pickle to proceed with all possible dispatch off Cape Spartel, and inform all ships that the enemy is out, and cruise there 3 days and then return to this place. Out all reefs and got all ready for making sail. At 10, light airs, inclinable to calm. At noon, calm. Phœbe and Naiad between us and the fleet. Weazle and Pickle SSE. Sirius in company. St. Sebastian E $\frac{1}{2}$ N, 7 or 8 miles. Latitude observed $36^{\circ} 28' N$. The enemy's ships in Cadiz Bay in a calm.

P.M.—Light breezes and clear. Made and shortened sail and tacked as the case required. At 4, do. weather. 9 of the enemy's ships out. Naiad and Phœbe between us and the fleet repeating signals. Another line-of-battle ship WNW. At 6, Rota NE $\frac{1}{2}$ E. Sebastian E by N $\frac{1}{2}$ N, about 7 miles. Cape Trafalgar SE by S $\frac{3}{4}$ S. The enemy's ships ENE, about 3 miles, 12 in number. Bore up and stood towards the enemy to watch their motions, and observed the whole 12 standing towards the northward on the larboard tack. Sirius in company. Beat to quarters. At 8, light winds; hauled our wind on the larboard tack, the body of the enemy's ships NE by E, about 2 miles. St. Sebastian E $\frac{1}{2}$ S, about 4 miles. At 8.10, hailed the Sirius, and ordered her to watch the enemy's motion to the southward of us. Observed several rockets made

by the ships to the westward of us. At 9, wore ship. Sirius SSW. Naiad west. Lighthouse E by S, 4 miles. Still in sight of the enemy. At 9.45, hove to. At 11.45, saw the ships to the westward of us burn a blue light. At 12, light winds, St. Sebastian NE $\frac{1}{2}$ E, 4 or 5 miles.

Sunday, October 20th.

A.M.—Saw another blue light to windward. At 1.30 sprang up a breeze from the SW. Tacked and made sail to the NW. At 4, tacked in 30 fathoms; two ships in sight to windward. Sirius in company. At daylight observed nine of the enemies' ships, under sail off Cadiz Harbour, and 4 at anchor, Naiad in sight south, Sirius in company. Fresh breezes and cloudy. Observed the enemy's ships in the harbour getting under way. 22 of the English fleet in sight from the mast head. At 7.30, a strange sail NW. The Sirius made sail in chase. At 7.50, saw the Sirius boarding a chase which proved to be an American ship. At 8.20, perceived a line-of-battle ship with a brig in tow steering with all sail direct for the enemy within a very near distance. Made the private signal to her and proved to [be] H.M.S. Agamemnon. Made the signal to the Agamemnon for the enemy NE. Repeated it with many guns before it was noticed. She then hauled to the wind on the starboard tack, having a heavy brig in tow which she did not cast off. At 8.35, the Sirius got her boat back from the American ship and she made all sail on the larboard tack. Saw the van ship of the enemy endeavouring to get up with the Sirius, and a line-of-battle ship firing at her, then bearing from us NE by E, 2 or 3 miles. At 8.50, thirty-four ships of the enemy in sight. At 9, St. Sebastian E $\frac{1}{2}$ S, about 4 leagues. At 9.10, pointed out by signal the bearings of the

Commander in-Chief to the Agamemnon, and made telegraph signals to her that thirty-four of the enemy were out, and to make all sail and repeat signals between me and the Admiral, and that the enemy's ships were much scattered, and directed Sir Edward Berry to fire every 10 minutes with the preceding signal; but she still stood on SE with the brig in tow until we lost sight of her. At 9.30, strong breezes. In 2nd reef of the topsails. At 9.45, observed a number of the enemy's ships wearing and standing towards Cadiz. At 10, strong breezes and thick weather with rain. Lost sight of the enemy's ships. At 11, up mainsail, down jib. At noon the wind more moderate, but very heavy rain and thick weather.

P.M.—Heavy rain and thick weather. At 12.30, the weather clearing up a little, saw the enemy to leeward under low sail on the larboard tack; being close wore ship, reefed topsails and made all possible sail to look out for the English fleet in the SSW. Still keeping sight of the enemy. At 1, more moderate; out reefs, set topgallant sails. Saw the Sirius to leeward of us and recalled her. At 2, saw the English fleet in the SSW, standing to the westward. At 2.10, made a telegraph message to the Sirius, 'I am going to the Admiral, but will return before night.' At 3, exchanged ship's numbers with the fleet. At 3.20, made the telegraph message, 'The enemy seems determined to push to the westward, with numeral pendant 30 N by E,' which the Admiral answered. Saw an English line-of-battle ship to leeward of the fleet with her main topmast down. At 4, wore ship and stood to the northward. At 4.40, the English fleet wore. Enemy's fleet on the larboard tack to the northward. Up mainsail, crossed the royal yards. At 5.20, observed some of the enemy's look-out ships

reconnoitring us ; tacked ship. At 5.40, answered the Admiral's signal, 'I rely on your keeping sight of the enemy.' At 6, ditto weather. Victory and fleet to the southward. Enemy's fleet and Sirius N by E. Made several lights and burnt false fires to show the enemy's position to Lord Nelson and the fleet. At 8.30, wore ship. At 9.50, wore ship. Up mainsail and kept upon the enemy's weather beam, about 2 or 3 miles. Made and shortened sail occasionally. Fired guns and burned false fires as necessary. At 12, moderate breezes. The body of the enemy's fleet SE by S about 3 miles, and the light of the English fleet to the southward and westward 5 or 6 miles.

Monday, October 21st.

A.M.—At 12.30, set foresail. At 4, out one reef of the topsails. Light breezes and hazy. At daylight, the body of the enemy's fleet ESE 5 or 6 miles. English fleet WSW. At 8, observed the British fleet forming their lines, the headmost ships from the enemy's centre 8 or 9 miles. The enemy's force consisting of thirty-three sail of the line, five frigates and two brigs. Light winds and hazy with a great swell from the westward. English fleet all sail set. Standing towards the enemy, then on the starboard tack. At 8.5, answered Lord Nelson's signal for the captain, who went immediately on board the Victory. Took our station on the Victory's larboard quarter and repeated the Admiral's signals. At 10, observed the enemy wearing and coming to the wind on the larboard tack. At 11.40, repeated Lord Nelson's telegraph message : 'I intend to push or go through the end of the enemy's line to prevent them from getting into Cadiz.' Saw the land bearing E by N, 5 or 6 leagues. At 11.56, repeated Lord Nelson's tele-

graph message : 'England expects that every man will do his duty.' At noon, light winds and a great swell from the westward. Observed the Royal Sovereign, Admiral Collingwood, leading the lee line, bearing down on the enemy's rear line, being then nearly within gunshot of them. Lord Nelson, leading the weather line, bore down on the enemy's centre. Captain Blackwood returned from the Victory. Cape Trafalgar SE by E, about 5 leagues.

P.M.—Light winds and hazy. British fleet bearing down in two lines on the enemy's, which was forming in one line from NNE to SSE, their strongest force from the van to the centre. At 12.15, the British fleet bearing down on the enemy, Vice-Admiral Lord Viscount Nelson leading the weather line in the Victory, and Vice-Admiral Collingwood the lee line. At 12.15, the enemy opened a heavy fire upon the Royal Sovereign. At 12.16, the English Admirals hoisted their respective flags and the fleet, the British fleet, the British ensign (white). At 12.17, Admiral Collingwood returned the enemy's fire in a brave and steady manner. At 12.20, we repeated Lord Nelson's signal for the British fleet to engage close, which was answered by the whole fleet. At 12.21, the van and centre of the enemy's line opened a heavy fire upon the Victory and the ships she was leading into action. At 12.22, Admiral Collingwood and the headmost ships of his line broke through the rear of the enemy's, where the action commenced in a most severe and determined manner. At 12.23, Lord Nelson returned the enemy's fire in the centre and van in a determined, cool and steady manner. At 12.24, Lord Nelson and the headmost of the line he led into action, broke into the van and centre of the enemy's line and commenced the

action in that quarter in a steady and gallant manner. Observed the Africa coming into the line, she being to leeward, with all sails set on the starboard tack (free). We kept Lord Nelson's signal flying at the main royal mast head, for the British fleet to engage close. At 1.26, observed one of the French ships totally dismasted about the centre of the line, by some of the ships of our lee line, and another of them with her fore yard and mizen topmast shot away. At 1.15, observed the Tonnant's fore topmast shot away. At 1.20, a Spanish three-decked ship with her mizen mast shot away. At 1.25, observed an English ship with her fore and mizen masts shot away. At 1.32, her main yard shot away. The centre and rear of the enemy's line hard pressed in action. At 2, the Africa engaged very close a French 2-decked ship, and in about 5 minutes' time, shot away her main and mizen masts. At 2.10, observed the Mars hard pressed in action. The remainder of the British fleet, which were come into action, kept up a well-directed fire on the enemy. At 2.15, the Neptune, supported by the Colossus, opened a heavy fire upon the Santísima Trinidad and 2 other of the enemy's line which were next her. At 2.20, the Trinidad's main and mizen masts shot away. At 2.30, the Africa shot away the fore mast of the 2-decked ship she was engaged with, and left her a complete wreck. She then bore up under the Trinidad's stern and raked her fore and aft. Colossus and Neptune still engaged with her and the other two ships, which appeared by their colours to be French. At 2.34, the Trinidad's fore mast shot away, and at 2.26 one of the French ships' main and mizen masts. Observed 9 of the enemy's van wear and stand down towards the centre. Observed the Royal Sovereign with her main and mizen masts gone. At 2.36,

answered Lord Nelson's signal to pass within hail, made all possible sail and made the signal to the Sirius, Phœbe and Naiad to take ships in tow which were disabled ENE, which she answered. Sounded in 50 fathoms. At 2.40, observed a French 2-decked ship on fire and dismasted in the SSE quarter. Passed the Spartiate and another 2-deck ship standing towards the enemy's van and opened a heavy fire, when the action in that quarter commenced very severe. At 2.50, passed by the Mars, who hailed us to take them in tow. Captain Blackwood answered that he would do it with pleasure, but that he was going to take the second in command, the Royal Sovereign. The officer that hailed us from the Mars, said that Captain Duff was no more. At 3, came alongside the Royal Sovereign and took her in tow. Captain Blackwood was hailed by Admiral Collingwood and ordered to go on board the Santa Ana, Spanish 3-deck ship, and bring him the Admiral, which Captain Blackwood obeyed. At 3.30, the enemy's van approached as far as the centre and opened a heavy fire on the Victory, Neptune, Spartiate, Colossus, Mars, Africa, Agamemnon and Royal Sovereign, which we had in tow, and was most nobly returned. We had several of our main and topmast rigging cut away, and backstays by the enemy's shot, and there being no time to haul down the studdingsails, as the enemy's van ships hauled up for us, we cut them away and let them go overboard, at which time one of the enemy's nearest ships to us was totally dismasted. At 4, light variable winds; not possible to manage the Royal Sovereign, so as to bring her broadside to bear on the enemy's ships. At 4.10, we had the stream cable, by which the Royal Sovereign was towed, shot away and a cutter from the quarter. Wore ship, and stood for the Victory.

Observed the *Phœbe* and *Sirius* and *Naiad* coming into the centre and taking some of the disabled ships in tow. At this time the firing ceased a little. At 4.20, observed a Spanish two-deck ship dismasted and struck to one of our ships. Observed several of the enemy's ships still hard engaged. At 5.¹— of the enemy's van and ¹— of their rear bore up and made all sail to the northward; were closely followed by the English, which opened a heavy fire upon them and dismasted a French two-deck ship and a Spanish two-deck ship. At 5.20, the *Achille*, French two-deck ship, which was on fire, blew up with a great explosion. At 5.25, made sail for the *Royal Sovereign*. Observed the *Victory*'s mizen mast go overboard, about which time the firing ceased, leaving the English fleet conquerors, with ¹— sail of the enemy's ships in our possession and one blown up,¹— of which were first rates, and all dismasted. At 5.55, Admiral Collingwood came on board and hoisted his flag (blue at the fore). At 6.15, sent a spare shroud hawser on board the *Royal Sovereign* and took her in tow, and at the same time sent all our boats with orders from Admiral Collingwood to all the English ships we could discover near us that they were to take the captured ships in tow and follow the Admiral. At the time saw Cape Trafalgar bearing SE by E about 8 miles. Sent a boat on board the Spanish three-deck ship which had struck, one main topgallant sail, standing jib and main topgallant stay-sail. At 7.36, took aback, and the *Royal Sovereign* fell on board of our starboard beam, and there being a great swell she damaged the main channels, took away the lanyards of the main and mizen rigging, jolly-boat from the quarter and davits, the most of the quarter-deck and waist hammock cloths, boards,

¹ Blank in original.

railing, with a number of hammocks and bedding ; took away the main and mizen topgallant masts, lost the royals and yards. Tore the fore and main sails very much, and took away a great part of the running rigging. At 7.40 got her clear, made sail on the starboard tack with a light wind from the WSW, and a great swell. Employed repairing the damages sustained by the Sovereign falling on board of us. At 9, sounded in 23 fathoms. Made the signal with a gun, prepare to anchor. Fleet and prizes in company. Light airs and a great swell from the westward. At 9.15, sounded in 15 fathoms. At 9.2,¹ in 14 fathoms. At 9.35, the water deepened. At 11, sounded in 36 fathoms. At 11.20, the water shoaled to 26 fathoms. At 12, in 22 fathoms.

Tuesday, October 22nd.

A.M.—At 12.15 made the signal with three guns to wear and wore ship. Came to the wind on the larboard tack, head to the westward. Sovereign in tow. Fleet and prizes in company. Moderate breezes and cloudy. Made and shortened sail as necessary. At 4, do. weather. At daylight, 4 sail in sight in the SW and 40 sail from east to NE. At 8, cast off the Sovereign and the Neptune took her in tow. Received from the Pickle, schooner, 18 French prisoners, which was part of the men she saved out of the Achille, French ship, which was blown up in the action. Strong gales and rain. Fleet and prizes much scattered. Made the general signal for the fleet to close. At 9, wore ship and hove to. At 11.20, filled and made sail on the starboard tack. At noon, strong gales and cloudy, with heavy rain. Most of the fleet and prizes in

¹ *Sic.*

company. Cape Trafalgar bearing SE about 4 leagues.

P.M.—Strong breezes and hazy; rain. Joined company H.M.S. Melpomene. At 2, wore, in mizen topsail and down jib. Cape Trafalgar SE by S, 7 or 8 miles. Set storm staysail. Down top-gallant yards and struck the masts. At 4, strong gales and rain. At 8, ditto gales with heavy squalls and rain. At 9.30, set foresail. At 11.30, took aback, stood on the starboard tack. Burnt blue lights every hour. At 12, do. weather. Sounded in 40 fathoms.

Wednesday, October 23rd.

A.M.—Do. weather with heavy squalls. The fore topmast staysail split and blown away by a heavy squall from the westward. At 2, sounded in 45 fathoms. At 4, sounded in 65 fathoms. At 5.30, out 3rd reef of the topsails and swayed them up. Weather more moderate. Up top-gallant masts. At 7, Cape Trafalgar east, about 13 or 14 miles. At 8, heavy rain and squally. Several of the fleet and prizes in sight. At 11, sounded in 59 fathoms. At 12, forty-seven sail in sight. Wind variable and cloudy. Cape Trafalgar SE, 5 or 6 leagues.

P.M.—Variable and cloudy. Bore up and tacked occasionally to collect the prizes. At 3, observed 10 of the enemy's ships in the ENE. Made the signal to prepare for battle, and formed a line of 10 sail between the prizes and the enemy. At 4, strong breezes and cloudy. Stood to the ENE. At 5.30, lost sight of the enemy and hauled on the larboard tack. In 3rd reef of topsail. Strong breezes and rain, and a heavy swell from the westward. Fleet and prizes in company. At 6, ditto weather. At 8, strong gales with rain and a heavy

squall. Some of the fleet in sight. At 9, furled mainsail, in fore and mizen topsails. From 10 to 11.45, heavy gales and rain. At 12, a little more moderate.

Thursday, October 24th.

A.M.—Ditto, gales and rain. Struck topgallant masts. At 3.30, wore ship and made the signal with guns for the fleet to wear. At 4, ditto gales and squally. At daylight, 45 sail of the fleet and prizes in sight, but much scattered. A number of the dismasted prizes not in tow. At 7, more moderate, with a great swell from the westward. Up topgallant masts and yards. Bore up, filled and made sail occasionally. At 8, St. Sebastian light-house SE by E, about 5 leagues. Fleet and prizes much scattered. At 9, observed 5 of the enemy's ships close in shore off Cadiz Harbour. At 11, reefed topsails. At noon, strong breezes and cloudy. Received from the Neptune the French Commander-in-Chief, Admiral Villeneuve. Sebastian SE by E $\frac{1}{2}$ E, 5 or 6 leagues.

P.M.—Fresh breezes and cloudy. At 3, filled. At 3.40 tacked. At noon, moderate and appeared for fine weather. Bore up for the ships. Employed destroying the prizes between Cadiz and St. Lucia [San Lucar]. At 5.30, shortened sail and hove to. Sent Lieut. Williams, the carpenter and his crew, with 30 men on board the Santísima Trinidad, Spanish 4-decker, to destroy her. Sounded in 20 fathoms. At 9.15, boats returned. Hoisted them up and made sail on the starboard tack. At 9.30, saw one of the prizes blow up with a great explosion. Wore ship and hauled on the larboard tack. Out reefs. At 10.30, in topgallant sails, down jib. Strong breezes and squally, with rain. At 12, do. weather.

Friday, October 25th.

A.M.—At 1, in 3rd reef of topsails. At 1.30, took aback. Wore ship. At 3.30, wore ship and close-reefed topsails. At 4, strong breezes, with squalls and heavy rain from the southward and westward. Down topgallant yards and struck the masts. At 8, ditto gales, 17 sail in sight. At 8.20, set mizen topsail and storm staysail. At 9.45, in fore topsail. Heavy gales, and thick weather with rain. At 10, in mizen topsail. At noon, strong gales with a heavy swell. Cape St. Marras, N, 70° W, 35 miles.

P.M.—Heavy gales and thick with rain, and a heavy swell from the southward. At 12.15, the spritsail yard carried away by a heavy sea with all the rigging belonging to it, and also the head rails and boards. Found the spanker boom sprung close outside the taffrail. Got it in. Carpenters employed fishing it. At 2, reefed foresail and furled the mainsail. At 4, ditto gales and rain. At 5, wore ship on the starboard tack under storm staysails, close reefed main topsail and staysail. At 8, more moderate with a heavy swell. At 9, set fore and mizen topsails. At 12, fresh gales and a great swell.

Saturday, October 26th.¹

A.M.—Ditto gales. Sounded occasionally, but no bottom. At 7.50, seven sail of the fleet in sight. The Pickle, schooner, in company. At 8, heavy rain with squalls. At noon, fresh gales and squally. Fourteen sail in sight. Dispatched the Pickle, schooner, for England.

P.M.—Strong gales and squally. At 4.45, hove

¹ From this date, only extracts from the remarks in the log have been printed.

to. 4 dismasted and 5 complete ships at anchor.
30 sail in all in sight.

Sunday, October 27th.

A.M.—At 4, squally with rain. At 6.30, bore up and made towards the ships at anchor. Thirty sail in all in sight. Fresh gales and squally with heavy rain. At 8, made the telegraph message to the Prince, ‘Take Tonnant under orders and repair to Gibraltar or Tetuan as fast as possible. Collect all disabled ships that you meet and take them with you.’ And made the signal to her that the Victory bore west. At 10, made to the Britannia telegraph message, ‘Admiral desires you keep to windward, and not come down without signal.’ Fresh gales and squally with rain. At noon, 30 sail in sight. Made the signal by telegraph to the Minotaur, ‘I don’t think there are any ships in Cadiz from my observation.’

P.M.—Fresh breezes and squally. At 1, observed the Donegal and Thunderer weigh and stood to the NE.

Monday, October 28th.

A.M.—At 5.30, wore ship and bore down towards the ships at anchor. Squally weather with showers of rain. Twenty-one sail in sight. At 9.30, shortened sail and hove to near the ships at anchor.

P.M.—Fresh breezes and squally with rain. Received from the Entrepreneure, 15 men belonging to the Téméraire, 12 Bellerophons and 6 Phœbes.

Tuesday, October 29th.

A.M.—Squally with rain. At daylight bore up for the Téméraire. Out reefs, set topgallant sails, and crossed royal yards. Set the sails and all stay-sails. At 8, moderate and cloudy. A frigate with

a hulk in company, NE by N. At noon, light breezes and clear. Point Regal ESE, 8 or 9 miles. Lying to by the Téméraire.

P.M.—Moderate and hazy. At 4, San Lucar, SE by E $\frac{1}{2}$ E, 8 or 9 miles. 30 sail in sight. At 7.40, observed a ship on fire, which blew [up] in the SSE quarter.

Wednesday, October 30th.

A.M.—Ditto weather with lightning in the south quarter. Joined the Sirius with a French frigate and brig, being cartels from Cadiz. At 8, fresh gales and hazy. Defence with her prize in company at anchor off Cadiz SE by E, about 4 leagues.

P.M.—Moderate and hazy. At 5, joined company Admiral Louis and squadron; hove to by the ship at anchor. Admiral Louis and the captains of the squadron came on board, and at 7.30 they went to their respective ships.

Thursday, October 31st.

A.M.—Out barge. At 10, Admiral Collingwood struck his flag on board the Euryalus, and hoisted it on board H.M.S. Queen.

Euryalus.
SIGNALS.
October 19th.

Time A.M.	By whom made	To whom made	No.	Tel.	Significations ¹
6.4	Sirius	Euryalus	249		Enemy have their top-sail yards hoisted.
			354		Enemy's ships are coming out of port.
			864		Close nearer the Admiral.
			875		Come within hail.
			756		
			986		
			1,374		
7.	Sirius	Euryalus	370		
7.10	Euryalus	General	108		
7.20	Do.	Weasel and	84		
		Pickle			
		Phœbe			
7.20	Do.	West	163		Repeat signals between the Admiral and look-out ships west.

¹ The significations have been copied from the Admiralty signal book, 1799.

7.20	Do.	Do.	Weasel and Phœbe	370	Enemy are coming out of port. Come within hail.
7.30	Do.	Do.	Weasel	84	
8.40	Do.	Do.		122	Permission is given to part company.
8.40	Do.	Do.		307	Make all possible sail with safety to the masts.
8.40	Do.	Do.	Euryalus	87	Let one reef out of topsails.
10.20	Naiad			Tel.	Ships ahead repeated Mediterranean signals.
				784	
				362	
				724	
				487	
				792	Occasional ¹ [Nineteen.]
				Tel.	
				911	
				758	under sailmaker ²
				51	all
				864	the
				1,719	rest
				875	top
				986	yards

¹ Probably numeral is meant.² Evidently a mistake for '756' 'sail.'

SIGNALS—*continued.*

Time	By whom made	To whom made	No.	Significations
A.M. 11.5	Euryalus	Naiad	1,374 1,261 684 817 41 61 579 456 570 97 784 9	hoisted except ¹ steady. Admiral and one line- of- battle ship. [Not in signal book.]
—	Euryalus	North and West	384 — 224 873 72 149 52	[Do.] Dispatches. To army certainly alone.
—	—	Rendezvous and Pickle		
—	Euryalus			

¹ This and the following signal must be blunders : 694 signifies 'Rear.'

Tel.	Little wind in harbour.	Two the enemy is at anchor. Notwithstanding little wind many of enemy persevere to get outward, the rest except on ¹ line ready yards hoisted.
Naiad	—	— Do.
Euryalus	—	— Do.
—	— 12.	—

¹ 579 signifies 'one.'

SIGNALS—*continued.*

Time	By whom made	To whom made	No.	Tel.	Significations
P.M. 1.50	Euryalus	Naiad	960 80 1,226	Compass west 249 615 873 1,968 591 7 570 456 1,064 966 61	Wind at dispersed ¹ west. Enemy persuaded ² to work outward. Seven of line already without and two frigates. Close nearer Admiral. See the Admiral or know his position.
2.30 3.20	Euryalus Do.	Sirius Naiad	317 108 312		

¹ Perhaps 'present' is meant.

² A mistake for 613 'persevering.'

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3.40 4.	Do. Do.	Sirius Do.	For captain Tel.	108	Closer nearer Admiral.
—	Do.	Naiad	724 864 439 792	Repeat the last signal.	
A.M. 6.	Euryalus	Naiad	163	Repeats signals between Admiral and look-out ships. [Not in signal book.]	
6.30 6.30 7.	Do. Do. Sirius	General Numeral 131, Euryalus	403 1 gun. 3	Permission to chase NNW.	
		Interrogative NNW			
October 20th.					
7.30	Euryalus	General	403, 1 gun Numeral 22	[Not in signal book.]	
8.30 8.45	Do. Do.	Agamemnon Do.	11 NE, 7 guns 403 Numeral 34	Enemy in sight, NE. [Not in signal book.]	
8.50 8.55	Do. Do.	Do.	163 363, 1 gun	Repeat signals between Admiral and look-out ships. Ships seen are on the larboard tack by the wind.	

SIGNALS—*continued.*

Time	By whom made	To whom made	No.	Significations
A.M. 9.10	Euryalus	Agamemnon	Numeral 13 99 784 966 621 1,719 986 1,374 249 2,132 766 253 299 51 864 1,719 163 591 963	been thirteen ships without port, rest yards hoisted. Enemy cannot see English fleet. All the rest coming outward with

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SIGNALS—continued.

October 21st.

Time	By whom made	To whom made	No.	Signification
A.M. 7.	Victory repeated by Euryalus	[General] [Do.]	13 76 East	Prepare for battle. Bear up and steer East.
7.40 8.	Euryalus Victory Victory repeated by Euryalus	Victory Euryalus	8 6.3	For captain. Not in signal book. Prepare to anchor.
P.M. 12.20	Victory repeated by Euryalus	General	16	Ringside the enemy more closely.
<i>October 22nd.</i>				
A.M. 8.10 8.45	Euryalus Do.	General Do.	83 109 SW, 1 gun	Disregard Admiral's motions. Close nearer ships in SW quarter.
10.30	Do.	Sirius	6, 1 gun	Leave off chase.

11.10	Do.	Polyphemus	84	Pass within hail.
11.15	Do.	Achille	101	Come to the wind on larboard tack.
11.20	Do.	Polyphemus	214	For a lieutenant.
11.35	Do.	Achille	242	Stay by prizes.
11.45	Do.	Conqueror	109	Close nearer Neptune.
				Neptune's pennant
11.52	Do.	Spartiate	101	Come to the wind on the larboard tack.
11.54	Do.	General	109	Close nearer ship indicated.
11.55	Do.	Polyphemus	214 annulled,	For a lieutenant.
				1 gun
12.	Do.	Do.	242, 2 guns	Stay by prizes.
12.	Melpomene	Euryalus	Interrogative	Permission to make more sail.
12.	Euryalus	Melpomene	88	
				For captain.
12.30	Euryalus	Juno	83	Disregard Admiral's motions.
12.55	Do.	Minotaur	109 SW	Close nearer ships SW.
1.	Do.	Thunderer	109 SW	Close nearer ships SW.
1.30	Do.	Minotaur	262	Cross topgallant yards.
3.3	Do.	Orion	109 SW	Close nearer ships SW.

SIGNALS—*continued.**October 23rd.*

Time	By whom made	To whom made	No.	Significations
A.M.				
11.30	Euryalus	General	6 SW, 1 gun	Leave off chase SW.
11.32	Do.	Sirius	84, 1 gun	Come within hail.
11.45	Ships in the	Euryalus	370	Enemy are coming out of port.
11.50	East quarter	Do.	337	Ship is in distress and obliged to part company, and requires another ship to see her into port.
12.	Euryalus	General	14	Prepare for battle and for anchoring, with springs on the cables and the end of the sheet cable taken in at the stern port.
		Africa	108, 1 gun	Close nearer the Admiral.
12. P.M.	Do.	Spartiate	99, 1 gun	Come to the wind together on starboard tack.
1.10	Euryalus	General	99, 2 guns	Come to the wind together on
1.17	Do.			

1.30	Do.	Africa	214, 1 gun	For a lieutenant.
1.30	Do.	General	102, 1 gun	Come to the wind together on the larboard tack.
2.20	Eurydice	Neptune		Number on joining company.
2.38	Euryalus	Britannia		Close nearer Admiral.
2.44	Do.	Defence	304 Neptune's pennant	Send the number of men indicated on board captured ship. ¹
		Do.	Do.	Do.
2.54	Do.	Do.	108	Close nearer Admiral.
3. 8	Do.	Britannia	307, 1 gun	Make all possible sail with safety to the masts.
3.10	Do.	Defence	307	Make all possible sail with safety to the masts.
3.15	Do.	Scout	6	Leave off chase.
3.18	Do.	Defence	307	Make all possible sail with safety to the masts.
3.30	Do.	Neptune	108, 1 gun	Close nearer Admiral.
		Minotaur		
		Leviathan		
		Dreadnought		
		Defence		
		Prince		

¹ MS in signal book.

A.M. 6.	Euryalus	Revenge Bellerophon Spartiate General Minotaur Britannia Neptune Dreadnought	186, 1 gun 186, 2 guns 108, 1 gun	Take ships in tow. Close nearer the Admiral!
6.30	Do.			Come to the wind on the lar- board tack.
7.30	Do.			Come within hail.
7.32	Do.			Prepare to quit and withdraw men from prizes after having destroyed or disabled them if time permits.
8.	Do.	Neptune General	101 NE, 1 gun 84 preparative 241	Come to the wind on starboard tack.
8.30	Do.			Stay by ships in distress. Quit, &c.
8.45	Do.	Dreadnought	98	Keep close to the wind.
8.50	Do.	Prince General	238, 1 gun 241, 1 gun	Senior officer of ships whose signals are shown to take juniors under his orders. ¹
9.	Do.	Dreadnought	114	
9.2	Do.	Defence,		
9.10	Do.	Donegal, Neptune, Leviathan	309, 1 gun	

¹ This signification is inserted in writing in Sir T. Graves's copy of the signal book. It is doubtful whether the signal had this meaning in the Mediterranean fleet.

SIGNALS—*continued.*

Time	By whom made	To whom made	No.	Significations
A.M. 9.16	Euryalus	Britannia	241	Quit and withdraw men from prizes after having destroyed or disabled them. Do.
9.20	Do.	Prince	241	Bring to, sternmost ships first.
9.35	Do.	Neptune	77	Take Victory in tow.
9.35	Do.	Polyphemus	186, 2 guns	
			Victory's pennant	
9.44	Do.	Do.	84, 1 gun	Come within hail.
9.55	Do.	Revenge	241, 1 gun	Quit and withdraw men from prizes after having destroyed or disabled them.
9.58	Do.	Neptune	109 NW Tel.	Close nearer ships NW.
10.	Do.	General	964 253 192 482 61	Withdraw English; cut masts and

11	Do.	Prince	60 85 318 648	anchors away from prizes.	Come to the wind on the lar- board tack.
11.38	Do.	Orion	101, 1 gun	Close nearer Revenge.	
11.49	Do.	Neptune	109, Revenge's pennant Tel.	Wear prizes, cutting spritsail yards away, and masts and sails over- board.	For a lieutenant.
11.56	Euryalus	Sirius	—	—	—

SIGNALS—continued.

Time	By whom made	To whom made	No.	Significations
P.M.			Tel.	
12.15	Britannia	Euryalus	648 726 1,798 Tel.	Prize reported sinking.
12.20	Do.	Do.	253 70 578 529 Tel.	English are on board naturally.
1.30	Euryalus	Ships North Britannia	1,886 873 637 648 531 991 586 1 784 872	Try to preserve prize nearest you; order one ship to

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October 26th.		Come to the wind together on starboard tack.	
A.M. 9.	Euryalus	General	99 Tel.
10.	Revenge	Euryalus	703 988 266 SSE 103 SSE

¹ The meaning of this signal cannot be ascertained. The signification given in writing in the signal book must have been inserted by the Admiral in command of some other fleet.

SIGNALS—*continued.*

Time	By whom made	To whom made	No.	Significations
A.M. 10.20	Revenge	Euryalus	814 852 80 No. 4 107	Starboard tack at 4 o'clock. Close round the Admiral as near as the state of the weather permits. Repeat signals between the Admiral and look-out ships.
11.30	Euryalus	General	—	October 27th.
—	—	—	163, 4 guns	
P.M. 5.5	Euryalus Do.	Polypheus Prince and Victory General	238, 2 guns 238 102	Stay by ships in distress. Do.
5.35	Do.			Come to the wind together on the larboard tack.
A.M. 6.30	Euryalus	General	107	Close round the Admiral as

6.50	Do.	Scout	1 gun	For captain. Make more sail, leading ships first.
8.25	Do.	Dreadnought	88	Keep close to the wind.
8.35	Do.	Do.	114, 1 gun	
P.M.	Do.	Eurydice	108	Close nearer the Admiral.
12.30	Do.	Orion,	309	Senior officer of ships whose pennants are shown to take juniors under his orders. ¹
1.30	Do.	Swiftsure,		
1.48	Do.	Ajax		Come within hail.
4.5	Do.	Leviathan	84, 1 gun	For captain.
		Do.	—	
				<i>October 29th.</i>
A.M.	Euryalus	Donegal	108	Close nearer the Admiral.
7.30	Do.	Do. Tel.	95	What
7.40			356	have
			991	you
			220	done
			963	with
			864	the
			807	Spaniards ?
			853	Took
			591	out
	Donegal	Euryalus		
	—			

¹ MS. in signal book.

*TRAFAVGAR*SIGNALS—*continued.*

Time	By whom made	To whom made	No.	Significations
A.M. 3.50	Canopus	Euryalus	311	The ship is in distress and requires to be assisted immediately.
4.7	Do	Do.	383	Permission is requested to hoist out a boat. ¹
5.30	Euryalus	Tigre	—	For captain.
				<i>October 31st.</i>
A.M. 7.30	Euryalus	Neptune	108	Close nearer the Admiral.
9.	Do.	Queen	—	For two boats, with preparative.
10.5	Do.	Neptune	95	Tack, headmost ships first.
11.40	Do.	Do.	—	For a boat.

¹ MS. in signal book.

VICTORY

Log.—THOMAS ATKINSON, Master.—Museum Public Record Office.

Monday, October 21st.

H. A.M.	K. F.	F.	Course	Wind	Remarks
1	2	6	WSW	NW	At 4, wore. At 6, observed the enemy E by S, distance 10 or 12 miles. Bore up to the eastward.
2	2	6	SW	WNW	Out all reefs [of] topsails. Set steering sails
3	3	—	—	—	and royals. Cleared for quarters. At 8, light breezes and cloudy.
4	2	4	N by E	NW by W	Body of the enemy's fleet E by S, 9 miles. The enemy's line forming from NNE to SSW, consisting of 33 sail of the line, 6 frigates and 2 brigs. Still standing for the enemy's van. The Royal Sovereign and her line steering for the centre of the enemy's line.
5	3	—	—	—	At 11.30, the enemy commenced firing
6	3	—	—	—	
7	3	—	E NE	NW	
8	3	—	E by N	—	
9	3	—	—	—	
10	3	—	—	—	

Victory—continued.

H. A.M.	K. F.	Course	Wind	Remarks
1 1	3	—	—	on the Royal Sovereign. At 11.40, the Royal Sovereign commenced firing on the enemy. At 11.50, the enemy began firing upon us.
1 2	2	4	—	
P.M.				
1	—	—	WNW	At 4 minutes past 12, opened our fire on the enemy's van. Light airs and cloudy. Stranding towards the enemy's van with all sail set.
2	—	—	—	At 4 minutes past 12, opened our fire on the enemy's van in passing down their line. At
3	—	—	—	20 minutes past 12, in attempting to pass
4	—	—	—	through the enemy's line, fell on board of the
5	—	—	—	10th and 11th ships of the enemy's line, when
6	—	—	—	the action became general. About 1.15, the
7	—	—	—	Right Honourable Lord Viscount Nelson, K.B.,
8	—	—	—	and Commander-in-Chief was wounded in the
9	1	4	South S by W	shoulder.
10	1	4	WSW	
11	1	—	West	
12	1	4	—	

At 1.30, the Redoutable having struck her colours, we ceased firing our starboard guns, but continued engaging the Santísima Trinidad and some of the enemy's ships on the larboard side. Observed the Téméraire between the Redoutable and another French ship of the line, both of which had struck. The action continued general until 3 o'clock, when several of the enemy's ships around us had struck. Observed the Royal Sovereign with the loss of her main and mizen masts, and several of the enemy's ships around her dismasted. At 3.10, observed four sail of the enemy's van tack and stood along our line to windward. Fired our larboard guns as those which would reach them. At 3.40, made the signal for our ships to keep their wind and engage the enemy's van coming along our weather line. At 4.15, the Spanish Rear-Admiral to windward struck to some of our ships which had tacked after them. Observed one of the enemy's ships blow up, and 14 sail of the enemy standing towards Cadiz, and 3 sail of the enemy standing to the southward. Partial firing continued until 4.30, when a victory having been reported to the Right Honourable Lord Viscount Nelson, K.B. and Commander-in-Chief, he then died of his wound. At 5, the mizen mast fell about 10 feet above the poop. The lower masts, yards and bowsprit all crippled. Rigging and sails very much cut. The ships around us much crippled. Several of our ships pressing the enemy to leeward. Saw Vice-Admiral Collingwood's flag flying on board H.M. ship Euryalus, and some of our ships taking possession of the prizes. Struck topgallant masts. Got up runners and tackles to secure the lower masts. Employed clearing the wreck of the yards and rigging. Wore ship and sounded in 32 fathoms, sandy bottom. Stood to the southward under the remnants of the foresail and main topsail.

Sounded from 19 to 13 fathoms. At midnight, moderate breezes and cloudy.

October 22nd.

A.M.—At 2.30, wore ship. At daylight, saw our fleet and prizes, 43 sail, in sight. Still closing with the fleet. At 6, Cape Trafalgar bore SE by E, distance 4 or 5 leagues. At 6.30, saw 3 sail of the enemy's ships to leeward standing towards Cadiz. Fresh breezes and cloudy. Employed knotting the fore and main rigging, and fishing and securing the lower masts. Struck the fore topmast for a fish for the fore mast, which is very badly wounded. At noon, fresh breezes and hazy.

A return of men killed and wounded on board his Majesty's ship Victory, bearing the flag of the Right Honourable Lord Viscount Nelson, K.B., Duke of Bronté, Vice-Admiral of the White and Commander-in-Chief, on the 21st day of October 1805, in an engagement with the combined fleets of France and Spain off Cape Trafalgar. Thomas Masterman Hardy, Esq., captain.

KILLED.

Names	Quality
The Right Hon. Lord Viscount Nelson, K.B.,	
Duke of Bronté	Commander-in-Chief
John Scott, Esq.	Secretary
C. W. Adair	Captain, Royal Marines
William Ram	9th lieutenant, R.N.
Robert Smith	Midshipman
Thomas Whipple	Captain's clerk
James Mansel	Ab.
Thomas Daniels	L.M.
Thomas Thomas (1st)	Ab.
James North	Ordinary

Names			Quality
Alfred Taylor .	.	.	Ordinary
James Parke .	.	.	Do.
William Shaw .	.	.	L.M.
Richard Jewell .	.	.	Ordinary
Charles Davis (1st) .	.	.	Do.
John Bowlin .	.	.	L.M.
William Brown (1st)	.	.	Ab.
William Mark .	.	.	Do.
George Smith (1st) .	.	.	L.M.
John Wharton .	.	.	Ordinary
John King .	.	.	Quarter-gunner
Robert Davison .	.	.	Ab.
Edward Waters .	.	.	Ab.
John Cowarden .	.	.	Ordinary
William Thompson (3rd) .	.	.	Ab.
Thomas Johnson .	.	.	Quartermaster
Andrew Sack .	.	.	Yeoman of signals
Alexander Walker .	.	.	Ab.
Arthur Hervin .	.	.	Ordinary
John Welch (2nd)	.	.	Ab.
William Skinner .	.	.	Ordinary
Joseph Ward .	.	.	Do.
James Skinner .	.	.	Do.
Stephen Sabine .	.	.	3rd class [boy]
George Welch .	.	.	2nd class [boy]
Collin Turner .	.	.	3rd class [boy]

Royal Marines.

George Cochran .	.	.	Corporal
James Berry .	.	.	Drummer
James Green .	.	.	Private
John Brown (1st)	.	.	Do.
Lambert Myers .	.	.	Do.
Samuel Wilks .	.	.	Do.
George Kennedy .	.	.	Do.

TRAFAVGAR

Names	Quality
Daniel Hillier . . .	Private
John Brannon . . .	Do.
James Norgrove . . .	Do.
Jeremiah G. Lewis . . .	Do.
George Willmott . . .	Do.
Bernard McNamara . . .	Do.
John Ebbsworth . . .	Do.
William Coburne . . .	Do.
William Jones . . .	Do.
William Perry . . .	Do.
John Palmer . . .	Do.

WOUNDED DANGEROUSLY.

John Pasco . . .	Signal lieutenant, R.N.
William Rivers (2nd)	Midshipman
Alexander Palmer ¹ . . .	Do.
John Bush . . .	Ordinary
Daniel McPherson . . .	L.M.
Joseph Bergen . . .	Ordinary
Henry Cramwell ² . . .	L.M.
William Jones (3rd)	L.M.
Hans Andersen . . .	Ab.
David Buchan . . .	Do.
Joseph Gordon ³ . . .	Ordinary
William Smith (2nd) ⁴	Do.
John Smith (2nd)	Do.
John Saunders . . .	Boy 3rd class

Marines.

William Taft . . .	Corporal
Thomas Raynor . . .	Private
John Gregory . . .	Do.
William Knight . . .	Do.

¹ Died of his wound, 29th inst. ² Died of his wounds, 26th inst.³ Died of his wounds, 27th inst. ⁴ Died of his wounds at Gibraltar.

Names			Quality
James Bengass	.	.	Private
William Wells.	.	.	Do.
Benjamin Cook	.	.	Do.
James Hines .	.	.	Do.
Benjamin Matthews	.	.	Do.
Thomas Wilson	.	.	Do.
Nicholas Dear	.	.	Do.

BADLY WOUNDED.

George M. Bligh	.	.	6th lieutenant, R.N.
Lewis B. Reeves	.	.	2nd lieutenant, R.M.
William Honnor	.	.	Quarter-gunner
Jeremiah Sullivan	.	.	Ab.
Peter Hale	.	.	L.M.
Thomas Green (1st)	.	.	Ab.
John Francois	.	.	Ordinary
William Castle	.	.	Ab.
George Burton	.	.	Ordinary
James Parker .	.	.	Do.
Edward Dunn.	.	.	Do.
Edward Padden	.	.	Private, R.M.

SLIGHTLY WOUNDED.

J. G. Peake	.	.	1st lieutenant, R.M.
George A. Westphal	.	.	Midshipman
Richard Bulkeley	.	.	Do.
John Geoghegan	.	.	Clerk to agent victualler
Josiah McPherson	.	.	L.M.
Thomas Graham	.	.	Ordinary
Thomas Collard	.	.	Ab.
Robert Phillips	.	.	L.M.
John Kinsale .	.	.	Ordinary
Charles Legge	.	.	L.M.
David Conn .	.	.	L.M.
Daniel Leary .	.	.	Ab.

TRAFAVGAR

Names	Quality
William Taylor .	Ordinary
John Simm .	Ab.
Samuel Cooper .	Do.
William Gillett .	Ordinary
John Bornkworth .	Do.
Robert Gibson .	Ab.
Angus McDonald .	Do.
George Quinton .	Quarter-gunner
Edward Grey .	Ordinary
Samuel Brown .	Yeoman of powder-room
William Butler .	Ab.
Samuel Lovett .	Do.
Daniel Munro .	Do.
James Curry .	Do.
Michael McDonald .	Ordinary
William Fall .	Ab.
Michael Pennill .	Ab.
Thomas Pain .	Ab.
John Knight .	Boatwain's mate

Marines.

Giovanni Giunti .	Private
Charles Chappele .	Do.
Samuel Green .	Do.
James Fagen .	Do.
Isaac Harris .	Do.
John Dutton .	Do.
George Graves .	Do.
James Rogers .	Do.
George Coulston .	Do.
Nicholas le Contre .	Do.
Thomas Crofton .	Do.

Killed .	.	.	.	.	.	54
Dangerously wounded .	.	.	.	.	.	25
Badly wounded .	.	.	.	.	.	12
Slightly wounded .	.	.	.	.	.	42

P.M.—Fresh breezes and cloudy. At 2, up mainsail. Employed knotting and splicing the rigging and fishing the lower masts. Bent a fore-sail for a mainsail, the old mainsail shot to pieces. Ditto weather. At 11.30, wore ship.

October 23rd.

A.M.—Moderate breezes and cloudy weather. Employed woolding the lower masts, &c. as necessary. Ditto weather. Bent a main topsail, old one shot to pieces. Got a jibboom up and rigged for a mizen mast. Employed securing the masts and yards and rigging. Carpenters employed stopping the shot holes. At noon, Cape Trafalgar bore SE $\frac{1}{2}$ E, distant 10 or 11 leagues. Latitude by observation, $36^{\circ} 19' N.$

P.M.—Fresh breezes and cloudy. At 2, wore. Employed clearing the wreck of the mizen mast. Close reefed the main topsail. At 5.15, wore ship. At 6, fresh breezes and rain. Ditto weather. Sounded every hour with 100 fathoms line. No bottom. Strong gales and heavy squalls, a heavy sea from the westward.

October 24th.

A.M.—Ditto gales and weather. At 4, more moderate. Sounded in 70 fathoms, mud. At 4.30, wore. At 5, set the courses and main topsail. At 7, wore, out fourth reef of main topsail. Fresh breezes and cloudy. At 7, Cadiz bore E by S, distant 5 leagues. Employed knotting and splicing the rigging and fishing the lower masts. Mustered the ship's company, found 54 killed and 79 wounded in the action. Carpenters employed stopping shot holes. At 11, H.M. ship Polyphemus took us in tow. At noon fresh breezes and cloudy. The high land

of Rota bore E by S, distant 5 or 6 leagues. Latitude by observation $36^{\circ} 37' N.$

P.M.—Fresh breezes and squally, with rain. At 2, wore. At 4, moderate breezes and cloudy. Employed setting up the lower rigging. Got up a jury fore topmast, and a main topgallant yard for a fore topsail yard. Bent the mizen topsail for a fore topsail. At 8, ditto weather. Sounded in 60 fathoms, mud. At 9.20, observed a ship on fire astern; at 9.45, she blew up.

Extracts from Captain THOMAS MASTERMAN HARDY'S Journal
—Official No. 10182.

October 25th.

Noon.—Fresh breezes and squally, with rain.

P.M.—Strong gales and squally, with rain. At 4.15, heavy squalls. At 5.10, carried away the main yard. Split the main topsail and mainsail all to pieces. Cleared away the wreck. Sounded every hour with 100-fathom line; no bottom. Polyphemus increased her distance from us, supposing the hawser had parted.

October 26th.

Hard gales and a heavy swell from the WSW. At daylight saw the Royal Sovereign in the NE with signal 314 [ship is in distress and in want of immediate assistance] flying. Made the signal to the Polyphemus with the Royal Sovereign's pennants. At 8, more moderate. The ship laboured very much. Employed setting up the lower rigging. Got the main topsail down. Employed fishing the main topsail yard for a main yard. Heavy squalls at intervals. Departed this life at 10, Henry Cramwell (S.) of the wound he received on the 21st instant. Africa in the NNE with the signal of distress, all her masts being gone. At noon,

moderate breezes and cloudy, a heavy swell from the SSW. Several ships in sight all round. Employed rigging the jury main mast, and fitting a main topsail yard. Neptune took us in tow. At 9, sounded in 50 fathoms, mud. At 11, sounded in 40 fathoms. Wore ship.

October 27th.

A.M.—Saw the land bearing E by N by compass. Departed this life, Joseph Gordon (boy), of the wound he received on the 21st instant. Employed clearing and refitting. Fleet ESE. Noon.—Moderate breezes and hazy.

P.M.—Committed the body of Joseph Gordon, deceased, to the deep, with the usual ceremony. Fleet in sight ENE. At 9.40, carried away the tow rope. Tried for soundings every hour. Sounded with 60 fathoms line; no bottom. At 12, moderate breezes and cloudy. Neptune carried away her fore topmast.

October 28th.

A.M.—Sounded Cape Trafalgar shoals in 17 fathoms. Coarse sand and shells. Made and shortened sail occasionally. Neptune anchored. At noon, sounded in 29 fathoms; sand and shells.

P.M.—Steering for Gibraltar. At 7, anchored in Rosia Bay, Gibraltar.

Extract from a letter, written by Lieutenant GEORGE L. BROWNE, of the Victory, to his parents on the arrival of the ship in England after the battle of Trafalgar.

Victory, Spithead : December 4, 1805.

His Lordship [Lord Nelson] duly appreciated the consequence and necessity of a decisive naval action, and determined so to place his fleet that a

drawn battle or partial action should be entirely out of the question. Admiral Collingwood and himself led their separate divisions, well knowing that a British seaman will always follow and support his leader. This plan of attack was grand beyond example, and worthy of the great mind that formed it.

October 18th.—Our fleet, consisting of 27 sail of the line, 4 frigates, one schooner, and one cutter (Cadiz bearing east, 16 leagues), received intelligence at 10 A.M. of the enemy's fleet coming out of port. We immediately made all sail, with a very light air at west, towards Cape Trafalgar, to cut off the enemy from entering the straits of Gibraltar. Light airs prevailed during the whole of the 19th, and until the morning of the 20th, when a fresh breeze sprang up from the southward. At daylight not any of the enemy's ships were to be seen from the fleet; but, observing our look-out ships, [the Admiral] inquired how the van of the enemy bore, and was answered that 10 sail of the line were out of port, and bore north, and the remainder were at anchor. Trafalgar at this time bore ENE, 4 leagues. The wind increased as the day advanced, and towards noon became squally, with rain at intervals. The fleet hauled off under easy sail to the NW. In the afternoon the signals were made for 19, 25, and at length 34 sail of the enemy out of port. There could now be no doubt of their intentions to meet us. Their delay had been wholly caused by the light unsteady winds of the 19th, and the squally, unsettled weather of the 20th in the morning. His Lordship still kept the fleet from the enemy's sight until they should be a sufficient distance from the land; judging that, if they saw our force (though so much inferior), they might be induced to avoid us. It is probable that they might

presume on our numbers, knowing that we had sent 6 sail of the line into the Mediterranean to water, nor could they know that the Belleisle, Agamemnon and Africa had joined us. Towards the close of the evening of the 20th the Admiral (by telegraph) told Captain Blackwood he firmly relied on his keeping sight of the enemy during the night. The several captains of the look-out ships were on board the Victory, and received instructions relative to their conduct, and to inform the Admiral of the enemy's manœuvres until daylight. His Lordship's instructions were strictly observed, and every movement of the enemy was indicated to us by our chain of communication, and as the enemy tacked or wore we had immediate intelligence of it, and regulated our conduct accordingly, tacking occasionally to preserve a relative situation with the enemy and ensure a meeting in the morning. Various reports had gained our ears [as to the reason] for their coming out of port. Scarcity of provisions were among the most prevalent. But, whatever may have been the cause of their temerity, they appeared to seek the action with as much confidence as ourselves.

I must here enter into a digression which to my nautical friends would be unnecessary, but for you to understand fully, I conceive very essential. It has been usual when two hostile fleets have been in sight of each other to form in line of battle ; that is, to place the fleets parallel to each other. Consequently, two fleets of [an] equal number of ships would have a marked opponent.¹

This line of conduct, though heretofore general, has always caused great delay. Fleets have some-

¹ The meaning is clear though the writer has become somewhat involved. In two fleets of equal force each ship will have a specified opponent occupying a similar position in the enemy's line.

times been in sight of each other for two or three days without being able so completely to form as to risk an action. But by his Lordship's mode of attack you will clearly perceive not an instant of time could be lost ; the action would commence as soon as we could arrive up with the enemy. His Lordship's superior arrangement left nothing to be done by signals. The frequent communications he had with his Admirals and captains put them in possession of all his plans, so that his mode of attack was well known to every officer of the fleet. No doubt this action from the novelty of attack will be more discussed than any that has ever been fought. Some will not fail to attribute rashness to the conduct of my Lord Nelson. But he well considered the importance of a decisive naval victory at this crisis, and has frequently said since we left England that should he be so fortunate as to fall in with the enemy a total defeat should be the result *on the one side or the other.*¹

October 21, at $\frac{1}{2}$ past 5, we perceived the combined fleets of Spain and France in two irregular divisions, apparently forming the line of battle, distant 10 or 12 miles. Bore up immediately and made all possible sail, our look-out ships standing into their stations. His Lordship having expressed a great wish that the enemy's Commander-in-Chief might be taken, the Royal Sovereign at 10.40 made the signal by telegraph that the enemy's chief appears to command in a frigate. At 11, we were

¹ It is strange that an officer of the Victory, and one who, as assistant flag lieutenant, must have had many opportunities of ascertaining the views of his chief, should have failed to recognise the distinctive feature of Nelson's mode of attack. Concentration of his whole force on a portion of that of the enemy was what Nelson aimed at, and deliberately risked the leading ships of his columns in order to effect.

about three miles from the enemy and our people had just finished their dinner, when the Admiral made the signal by telegraph: 'England expects that every man will do his duty.' This message, and the first and second in command leading their divisions, could not fail to inspire a confidence and ardour in our seamen, while the latter must have struck terror into the enemy; and add to this our determined appearance by carrying our colours hoisted and lashed in several places, that should one be shot away another remained. The Victory had the English colours and flag in five different places. The lee division, having a less angle to make towards the enemy's line, arrived up with them a short time before the weather division. The Royal Sovereign was well advanced ahead of her line, and at 40 minutes past 11 the enemy opened their fire upon her, which she received for fifteen minutes without returning a shot, then broke through their line, firing from both sides as she passed, then hauled close under the stern of a three-decker and engaged her. (She proved to be the *Sta Ana*.) She was seconded by the *Belleisle* in a most gallant and masterly manner. It was the Admiral's intention to have cut through the 14th ship from their van, but observing the 9th to be a four-decker steered for her. The 10th and 11th ships from their van were Frenchmen, and appeared determined to support their leader; they immediately closed and formed a bow and quarter line. For that purpose at 11.47 they opened a very smart and well-directed fire, which we returned precisely at noon, but by their close order we were obliged to give the 10th ship the stern,¹ and we fell on board the 11th. We were now employed firing our larboard guns into the

¹ So in MS.

start of the 2nd ship, and our ~~squadron~~^{line} into the Redoubtable. The ship which had gained such an ~~advantageous~~^{dangerous} position across our bow hoisted her broad sail and ran out of her line. At 1.15. Lord Nelson was wounded. At 1.30. the Redoubtable struck. Ceased firing at her, but the action still continued ~~were~~^{was} on the larboard side. At 3. all the enemy's ships near us having struck ceased firing. At 3.10. half of the enemy's rear tacked and stood towards us. Observed our fire on them, and made signals for our ships to keep their wind and support us. The enemy tacked their wind also. At 4.45, a Special Admiral in one of the above ships struck his colours. Ceased firing. At 4.47, one of the enemy's ships blew up. At 4.49. Lord Viscount Nelson departed this life. At 5.0. the mizen mast fell over the side. Observed 14 sail of the enemy standing to the northward and three to the SW. Found all our yards shot away, and all our masts, bowsprit, and rigging very badly cut up and wounded. All hands were now employed fishing and securing the masts. I have already given an account of our killed and wounded, although I believe not very correct. We had 55 killed, and 78 wounded, so as to be fit objects for Lloyd's fund; also 21 slightly wounded. Six died of their wounds. But the Frenchman did not get off without his share, for the next day, a gale of wind coming on, 397 or 400 men who were wounded (consequently on the orlop deck), and the ship making water fast, could not be taken out, and went down with her. The Spaniards calculated the loss of the combined squadrons—killed, wounded, and taken prisoners—at 14,000 men; 8,000 of whom they have supposed killed and lost after the battle.

We have brought the remains of our deceased chief home in a butt of rum. I suppose he will be

sent on shore with the honours of war, and there will be an end to all his greatness.

I remain your ever dutiful and affectionate son,
G. L. BROWNE.

ROYAL SOVEREIGN.

Journal.—Lieutenant J. SIMMOND.—Official No. 9543.

October 21st.

A.M.—Moderate breezes and fine weather. At daylight discovered the enemy's fleet leeward, bearing from ESE to E by N. The signal was made to chase and form the line of battle in two columns, each ship to engage her opponent. Set studding-sails. At 11 o'clock, brought the ship under her courses. At 11.50, began to engage a Spanish 3-deck ship. At noon, do. weather. No other ship in action.

P.M.—Moderate breezes. Still in action. At 12.40, the Spanish 3-decker struck her colours. At this time the Belleisle came up and began to engage a Spanish 84, when then we lost our mizen mast. The whole fleet came up in turn and the action began general. At 3.30, the main mast went by the board. At 5, the firing ceased; when Euryalus frigate came and towed us out of the line. Admiral Collingwood then went on board of the Euryalus and hoisted his flag there. The French and Spanish ships which struck was nineteen, and one blown up at the close of the action. Employed securing the fore mast, clearing the decks, and securing the guns, &c. At 8, Cape Trafalgar bore SE by E, 7 or 8 leagues. Cut the clinch off the cable, being nearly shot away, and bent them again. At 12, wore ship. Rigged a jury main mast.

October 22nd.

A.M.—Fresh breezes. Unbent the foresail and cast off from the Euryalus, when the Neptune took us in tow. At noon, strong breezes, with four of the fleet in sight. Neptune towing us.

October 23rd.

P.M.—Fresh breezes. Answered the signal No. 14 [to prepare for battle and for anchoring with springs, &c.] At 2, wore ship. At 2.30, cast off from the Neptune. At 6, was taken in tow by the Mars. At 12, strong gales with rain.

October 24th.

A.M.—At daylight, 33 sail in sight. Made all sail. Run in and secured the middle-deck guns. At noon, read the articles of war and punished two seamen for drunkenness and disobedience of orders.

October 25th.

A.M.—Employed rigging a jury mizen mast.

P.M.—Strong gales with rain. At 5.30, our fore-mast went by the board, and with it all the sails, standing and running rigging. Cleared the wreck. At 5.40, carried away the tow rope. Rigged a jury fore mast and fired several guns to windward and leeward, and sounded every half-hour. Lost overboard one of the poop carronades by the violent rolling of the ship.

October 26th.

A.M.—Observed several blue lights to burn to the SSW. At noon, a heavy swell from the westward. 17 sail in sight. Hove overboard four boats.

P.M.—Strong gales and hazy weather. At 1, shortened sail and came to with the best bower in

29 fathoms water. Veered to a cable. The land of Chipiona from SE by E to east.

October 27th.

Employed rigging jury masts and clearing the decks.

October 28th.

A.M.—Received from his Majesty's frigate Euryalus a main topsail yard.

October 29th.

Swayed up main and main topsail yards. Received on board 300 French and Spanish prisoners from his Majesty's ships Donegal and Swiftsure.

[The Royal Sovereign anchored off Gibraltar on the 2nd November.]

[Collingwood's journal gives a good description of the action as seen from the deck of the Royal Sovereign. His account of the subsequent events is not as full and clear as it might be. No one could gather from his journal of the 23rd October and the following day that any of the prizes had been recaptured. It will be observed that the ships which anchored rode out the gales in safety.]

Journal.—Vice-Admiral COLLINGWOOD.
Admirals' Journals, Vol. II.

October 21st.

A.M.—At daylight, saw the enemy's fleet to leeward. At 6.30 the Commander-in-Chief made the signal to form the order of sailing in two columns, and at 7 to prepare for battle. At 7.40, to bear up east, in which direction the enemy's fleet were forming their line. Bore up, set the royals, and made all sail for the enemy. At 10, their fleet wore, formed their line and laid their heads to the northward; the

British fleet in two columns bearing down on them, the weather division led by the Victory, the lee by the Royal Sovereign. Made the signal for the Tonnant and Belleisle to interchange places in the line, the former ship not being able to keep up with the Royal Sovereign. Made the signal for the lee division to form the larboard line of bearing, and to make more sail. At 11, the Commander-in-Chief made the signal to prepare to anchor after close of day. The Africa, who had parted in the night, stood into the fleet to the northward. At noon, the British fleet consisted of the following ships in two columns leading down to the attack of the enemy's fleet, which consisted of 33 ships of the line, several frigates, &c. : Victory, the Commander-in-Chief; Royal Sovereign, second in command; Britannia, Rear-Admiral the Earl of Northesk; Téméraire, Neptune, Conqueror, Agamemnon, Leviathan, Ajax, Orion, Minotaur, Spartiate, Mars, Prince, Tonnant, Belleisle, Bellerophon, Colossus, Achille, Polyphemus, Revenge, Swiftsure, Defence, Africa, Thunderer, Defiance, and Dreadnought; Euryalus, Sirius, Naiad, and Phœbe, frigates; Pickle, schooner; and Entreprenante, cutter.

P.M.—First and middle parts, light winds, inclinable to calm, latter part fresh breezes and squally, with a heavy swell from the westward. About noon, the Royal Sovereign opened a fire on the 12th, 13th, 14th, and 15th ships from the enemy's rear, and stood on with all sail to break the enemy's line. $\frac{1}{4}$ past 12, altered course to port, and in passing close under the stern of the Santa Ana, a Spanish three-deck ship with a Vice-Admiral's flag, raked her, and sheering up on her starboard quarter began a very close action. At this time, the Mars, Tonnant and Belleisle had just broke through the enemy's line and were beginning to engage warmly.

The smoke soon became so thick that more of the management of other ships could not be distinguished. $\frac{1}{2}$ past 12, the ships of the lee line keeping up a heavy fire astern, and the weather line coming into close action ahead. At 1.20, the Santa Ana's mizen mast went. At 2.20, she crossed ahead of the Royal Sovereign (who was scarcely manageable), the Santa Ana having for ten minutes before ceased her fire ; in going to leeward of us she broached to and her masts went by the board, and she surrendered. The Victory with her fore and mizen topmasts gone crossed us. The *Téméraire* with two French ships (one on each side) on board her, warmly engaged. The Neptune engaged the Trinidad and soon dismasted her. 2.30, the Royal Sovereign's main mast went and carried with it the mizen mast. The ship perfectly unmanageable. An officer from the Victory came on board, and informed me of Lord Nelson being severely wounded and near expiring. At 3, ordered the Euryalus to take the Royal Sovereign in tow, and directed Captain Blackwood to go on board the Santa Ana, and bring the Spanish Admiral to me ; he returned soon after with her captain, who delivered to me the Spanish Admiral's sword, and informed me that Vice-Admiral De Alava was so dangerously wounded that he was near expiring. Sent the Spanish captain back to assist and take care of his Admiral. The Colossus engaging two of the enemy's ships. At $\frac{1}{2}$ past 3, several of the enemy's rear ships bore up to leeward, and joined their frigates. Captain Hardy came on board, and acquainted me of the death of the Commander-in-Chief. Ordered the Euryalus to make the Minotaur's, Spartiate's and Thunderer's signal to tack and to engage five of the enemy's ships which, having tacked from their van, were crossing to windward of our line. Opened our fire on them as they passed, as did the ships

near us. The sternmost of them, a Spanish two-decker, struck at $\frac{1}{4}$ past 4, having lost her mizen mast; the others could not be prevented from making off to the southward. The Britannia, Leviathan, and some other ships engaging the 6th, 7th, and 8th ships of the van, one of which was dismasted and struck, the two others joined their ships to leeward, consisting in the whole of 10 sail of the line and some other vessels, which soon after bore up for Cadiz. Ordered the Euryalus to make the general signal to come to the wind on the starboard tack, and to take the disabled and the captured ships in tow. The action ceased altogether about this time, and the enemy left in our possession 19 sail of the line, one of which soon after took fire, and blew up. $\frac{1}{2}$ before six, shifted my flag to the Euryalus, the Sovereign being without masts could not make my signals. Ordered the Thunderer to take the Santa Ana in tow, and the Prince the Trinidad. The Phœbe had a prize in tow, and the Naiad the Belleisle quite dismasted. Ordered the boats of the Euryalus to such ships as were near us and most perfect [with orders] to take the disabled ships and the prizes in tow. At 7, made sail on the starboard tack with a light air from the WSW, and a heavy swell. At 9, being in 23 fathoms made the signal to prepare to anchor. At 20 minutes past, sounded in 13 fathoms; very irregular soundings from 13 to 22 fathoms. At midnight, made the signal to wear.

October 22nd.

Came to the wind on the larboard tack. Light winds from the SSW and SW, which increased towards daylight to a fresh wind. At 8, cast the Sovereign off, and ordered the Neptune to take her in tow and keep to the SW. Sent the schooner and cutter with orders for the ships to close round

the Neptune. Wore and stood inshore to collect the fleet. Made the signal as we passed the ships to close SW with the Neptune. The Belleisle in tow of the Naiad to windward, the Colossus in tow of the Agamemnon, and the Tonnant in tow of the Spartiate. Passed the Prince towing the Trinidad, the Thunderer the Santa Ana, and several other ships with prizes in tow, making in all 14 of the enemy's ships in tow, standing to the SW, to close with the Neptune. At noon, the Melpomene joined. Ordered Captain Oliver to take any disabled ship or prize in tow. Strong gales at times, with heavy squalls and a great swell from the westward.

P.M.—Saw four of the enemy's dismasted ships at anchor, one under Trafalgar and three others between it and Pedro, the Leviathan, another ship of the line, and the Phœbe near them ; but from the great sea and fresh wind could not get them under way to tow. At 2, wore, stood to the westward and took the mizen topsail in. At 4, the Minotaur, with a Spanish 80-gun ship in tow, standing to the westward, broke the tow rope ; made her signal to stay by prizes. At $\frac{1}{2}$ past 11, the wind shifted to the westward. Made the signal and came to the wind on the starboard tack.

October 23rd.

A.M.—Bore up, and directed the ships to close with each other to the westward. At 10, ordered the Africa to close with the Téméraire to windward and take her in tow. First part, fresh breezes, middle part strong gales, latter part more moderate, with a heavy sea from the westward, and very unsettled weather.

P.M.—The Minotaur and another ship to leeward made the signal for the enemy's ships coming out of

port. Made the signal to come to the wind on the larboard tack. The Eurydice and Scout joined ; the former took a prize in tow ; bore up. At 3, saw 10 of the enemy's ships to leeward, apparently endeavouring to cut off and recapture some of the disabled prizes. Made the signal for eight sail of the most perfect ships to form the line ahead as most convenient, and stood down with them to leeward of the British disabled ships and prizes. Was informed by Captain Rutherford that the Redoutable sunk astern of the Swiftsure last night, a little before dark. Came to the wind on the larboard tack, having lost sight of the enemy. Ordered the Leviathan and Scout to keep between Cadiz and the squadron, and make known the movements of the enemy. Made the Dreadnought's signal to close, in order to shift my flag to her at daylight if necessary.

October 24th.

A.M.—None of the enemy's ships in sight. At 8, Cadiz lighthouse SE by E about 5 leagues. At 9, the weather having every appearance of blowing, a heavy sea from the westward, and no prospect of getting the captured ships off the shore, made the signal to quit and destroy the prizes, several of them being at anchor between San Lucar and Rota. The Donegal joined company from Gibraltar. The ships of the fleet taking the men out of the prizes and preparing to destroy them. First part fresh breezes, latter part strong gales and squally weather.

P.M.—Bore up for the ships at anchor—viz. the Defence, Leviathan, Donegal, Ajax, Orion, Mel-pomene and Sirius. At 6, sent the boats from the Euryalus to assist in scuttling the Santísima Trinidad. At 9, they returned, having effected it. At 10, one of the prizes set on fire by the Britannia blew up.

October 25th.

A.M.—Achille, Conqueror, and Pickle only in sight. Took the fore and main topsails in and struck topgallant masts. A heavy sea from the SW.

P.M.—First part, strong gales with a heavy sea and thick rain, latter part more moderate. Washed away the spritsail yard and sprung the spanker boom. At 6, seven sail in sight.

October 26th.

A.M.—Sent the Pickle schooner to England with my dispatches to the Secretary of the Admiralty. At noon the Revenge and some other sails in sight ahead.

P.M.—Fresh gales and hazy weather. At 1, bore up to the eastward. At 3, saw the ships at anchor, and with them the Royal Sovereign, Mars, and Téméraire, having rode out yesterday's gale. Sent the Scout with orders to the Royal Sovereign to use every exertion in rigging her with jury spars.

October 27th.

A.M.—Made the signal for the Prince to take the Tonnant in tow and proceed to Gibraltar. Made sail to windward to speak the Victory, &c. Observed the Africa to be dismasted, in tow of a ship standing to the westward. Fresh gales and cloudy weather, latter part more moderate.

P.M.—Directed the Neptune to take the Victory off Cape Spartel, and then order her to Gibraltar, rejoining me off Cadiz.

October 28th.

A.M.—At 5, bore down to the ships at anchor, and sent to the Royal Sovereign two topsail yards

rigged for jury masts. Spoke the *Téméraire* and ordered the *Defiance* to stay by and assist her. Ordered the *Polyphemus* to assist and stay by the *Phœbe*, who had one of the prizes in tow to the NW of San Lucar. Fresh breezes and squally weather. Lying to, giving the necessary directions to the ships at anchor. At close of day stood to the westward. Sent the *Entreprenante* cutter to Faro with dispatches for the Ambassador at Lisbon and the Secretary of the Admiralty in England.

October 29th.

A.M.—Closed with the ships at anchor, having ordered Rear-Admiral the Earl of Northesk to take the ships under sail off Cape Spartel. Sent some men to the *Téméraire* to assist in rigging, &c. Fresh breezes and cloudy weather. At 4, the *Defence*, with one of the dismasted prizes in tow, weighed and stood to the westward. At 7, another of the captured ships which had been set on fire blew up.

October 30th.

A.M.—Two French frigates and a brig, flags of truce, came out from Cadiz to receive their wounded men from the squadron, whom I permitted to return to Cadiz, that they might be taken more care of in their hospitals, on the condition of their not serving by sea or land until exchanged, to which terms an officer from the Governor of Cadiz signed an acknowledgment on the part of the Marquis de Solana, and who was to give receipts for the number. The frigate brought out several English officers and men who had been driven into Cadiz and wrecked, in some of the captured ships in the late gales. Moderate breezes and hazy weather.

P.M.—At 5, Rear-Admiral Louis in the *Canopus*

joined company from Gibraltar with the Queen, Spencer, Tigre, Martin, Weasel and Etna.

October 31st.

A.M.—The Beagle joined company. At 10, shifted my flag to the Queen and sent the Euryalus off Cadiz with a flag of truce to the Governor, Marquis de Solana. First part, light winds; latter part, moderate breezes and hazy weather.

P.M.—Made sail and stood towards Cape Spartel. The Beagle joined from Gibraltar.

November 1st.

A.M.—Joined Rear-Admiral the Earl of Northesk with the ships that were ordered off Cape Spartel. Dispatched the Juno to Naples and Malta, with information of the late victory, and the Achille and Minotaur to replenish at Gibraltar. Moderate and hazy weather. Standing off and on between Cape Spartel and Trafalgar.

November 2nd.

A.M.—Ordered the Swiftsure and Etna to Gibraltar Bay to complete their water and provisions. The Donegal joined with the Bahama, Spanish prize, in tow from off San Lucar. Moderate breezes and fair weather.

P.M.—Ordered the Donegal to see the Bahama in safety to Gibraltar. Sent the Melpomene and Weasel thither to replenish.

November 3rd.

A.M.—The Bittern, sloop, joined from Lisbon. Sent her to Gibraltar with the mails, &c. Moderate breezes and cloudy weather.

P.M.—The Scout joined from off Cadiz.

November 4th.

A.M.—The Sirius chased and captured a settee from Cadiz, bound to Vera Cruz. She had dispatches, which were thrown overboard in the chase. Fresh winds and hazy weather.

November 5th.

A.M.—The Victory and Belleisle, having been jury rigged at Gibraltar, joined company. Ordered them to proceed to England, the former to Portsmouth and the latter to the first port. At noon, the Prince, Zealous, Agamemnon and Etna joined from Gibraltar. Sent the Agamemnon to Rear-Admiral Louis, and ordered the Rear-Admiral to take a station between Cape St. Mary and Cadiz, for the purpose of carrying on the blockade of the latter port and San Lucar; taking under his orders for that purpose the Canopus, ~~the~~, Tigré, Agamemnon, Naiad and Martin. Fresh gales and hazy weather.

P.M.—The Euryalus joined, having delivered my letter to the Marquis of Solana, Governor of Cadiz.

November 6th.

A.M.—The Euryalus parted company for England, taking with her my dispatches for the Secretary of the Admiralty, Admiral Villeneuve, the enemy's late Commander-in-Chief, together with some other French officers and such of the enemy's colours as were saved. Ordered Rear-Admiral the Earl of Northesk to proceed in the Britannia to Gibraltar and complete the provisions, &c., and the Hydra to cruise for the interception of the enemy's trade from twenty-five to thirty-five leagues due west of Cape Blanco. Fresh breezes and cloudy weather.

P.M.—Having dispatched the Euryalus to

England and completed the arrangements for the blockade of Cadiz, and appointed ships for the different services required without the straits, made sail with the squadron for Gibraltar.

November 7th.

' A.M.—Ordered the Leviathan and Scout to make the best of their way to Gibraltar to complete their water and provisions, and sent the Zealous with the floating agent victualler to Tangier for bullocks and vegetables, carrying them to Gibraltar for the use of the fleet. Having appointed this day, by a general order, to be set apart for offering up oraisons to the Almighty for His divine protection vouchsafed to his Majesty's fleet in the late action, had the service performed by the chaplain of the Dreadnought, the Queen not having one. Moderate and fine weather. Under all sail working through the straits.

November 8th.

A.M.—The Donegal joined, having seen the Bahama in safety to Gibraltar. Ordered her to join Rear-Admiral Louis.

BRITANNIA.

Log.—STEPHEN TROUNCE, Master.—Official No. 9148.

October 21st.

A.M.—Light air and cloudy. 4.30. Wore. At daylight the enemy's fleet ESE 4 leagues, consisting of 33 line-of-battle ships and several frigates. Bore up and made all sail to close with them. Cleared for action, the enemy forming the line and waiting our attack. Cape Trafalgar ESE 7 leagues. Light airs and cloudy.

P.M.—12.30. Vice-Admiral Collingwood com-

menced the action by a vigorous attack on the enemy's rear. 12.40. Lord Nelson in the Victory attacked their centre. 12.50. We began to engage three of the enemy's ships, having opened their fire upon us while running down. 1.10. Observed the ship we were engaging on our larboard quarter totally dismasted, continued our course in order to break through the centre of the enemy's line, engaging on both sides in passing between their ships. At 3, passed through the line. 4.30. Hauled to the wind on the larboard tack per signal. 5.30. Ceased firing. Observed the Achille, a French line-of-battle ship, on fire, which soon after blew up. 7.30. Observed 12 ships of the enemy's line making off for Cadiz under all sail, and 3 others standing to the southward; all the rest, of which 7 were dismasted, appeared in our possession. 10.30. Sent an officer with 60 men, including a party of marines, to assist in securing the French ship l'Aigle.

October 22nd.

A.M.—Fresh breezes with constant rain. At 11, took the Berwick French prize in tow. Bent new main and mizen topsails in lieu of those shot away. Received a number of French prisoners. At noon, Cape Trafalgar SE by E 7 leagues. Strong breezes and squally.

P.M.—Close reefed the topsails, down topgallant yards and struck topgallant masts.

October 23rd.

A.M.—Committed the body of the deceased Lieutenant Francis Roskridge to the deep. Employed knotting and splicing the rigging.

P.M.—Moderate breezes and cloudy. Employed getting prisoners out of a prize. 3.30. Cast off the tow and made all sail to close with the Admiral.

Observed 11 of the enemy's ships under way, 3 leagues from Cadiz. Cleared for action per signal. At 5, wore and shortened sail.

October 24th.

A.M.—Fresh gales with rain. Close reefed the topsails. The fore and mizen staysails blew out of the bolt rope. Observed the enemy's ships standing into Cadiz. The boats employed bringing prisoners from a prize.

P.M.—8. Cleared the prize of men and set her on fire. Strong gales and squally, with lightning and rain.

Journal.—Lieutenant JOHN BARCLAY.—Official No. 9403.

Monday, October 21st.

A.M.—Strong breezes and squally. Close reefed the topsails and struck topgallant yards. At 4.30, more moderate. Wore ship, and at daybreak saw the enemy's fleet, consisting of 33 sail of the line, 4 frigates and 2 brigs, on our lee bow, in order of battle. Hauled on a wind upon the starboard tack. Cleared away *everything* for action and bore up per signal, in two columns. Made all sail. At 8, light airs and hazy. Eastern horizon beautifully adorned with French and Spanish ensigns. The British fleet consisted of 27 sail of the line, with 4 frigates and 2 cutters. At — the enemy wore. At $\frac{1}{2}$ before 12, answered signal from the Victory, 'England expects every man to do his duty,' which was *joyfully welcomed* by the ship's company.

P.M.—Light airs and cloudy. $\frac{1}{2}$ past 12, Vice-Admiral Collingwood, in the Royal Sovereign, commenced the action, by an attack upon the whole of

the enemy's rear, in the most gallant manner, and without any immediate prospect of support, from being so far ahead of the lee division. Took in our studding-sails. About $\frac{1}{4}$ before 1, Lord Nelson, after having sustained a most galling fire in running down, opened both sides of the Victory on the headmost ships of their centre division. He was close followed up by the *Téméraire*, *Neptune*, *Conqueror*, *Leviathan* and this ship, and pushed through their line about the 14th from the van. Several raking shot called forth our exertions about 10 minutes after our noble chief. Here began the din of war. It became impossible to trace farther except at intervals, when the smoke cleared away *a little*. At $\frac{1}{4}$ past 1, the masts of the ships we were most particularly engaging (larboard side) fell by the board : supposed to be the *Bucentaure*, but without any flag observed flying. Continued edging on slowly, for there was very little wind and our main topsail in particular was shot almost entirely from the yard. At 3, got to leeward of their line and hauled up a little on the larboard tack. Until $\frac{1}{4}$ past 4 kept up a heavy fire occasionally on both sides on every French or Spanish ensign flying near us, when we hauled to the wind on the larboard tack per signal. $\frac{1}{2}$ past 5, all firing ceased except from the *Achille*, a very fine French ship—wrapt in flames. The cutters instantly repaired to her assistance, and saved the crew ; soon after which she blew up with a tremendous explosion. Saw 10 ships form in line to leeward, which with the frigates and brigs bore up for Cadiz. 4 more of the headmost ships, which had hardly been engaged, tacked and made off to windward. The rest, of which 7 were dismasted, seemed to be in our possession. Sent an officer with 60 men on board *l'Aigle* (French). Employed bending sails, knotting and splicing rigging, &c.

Van Division	Guns	Commanders	Killed	Wounded
Victory .	100	Lord Viscount Nelson ; Capt. T. M. Hardy	57	75
Téméraire .	98	Eliab Harvey .	47	76
Neptune .	98	T. F. Fremantle .	10	34
Conqueror .	74	Israel Pellew .	3	9
Leviathan .	74	H. J. Baynton .	4	22
Britannia .	100	Rear-Admiral Earl of Northesk ; Captain Chas. Bullen .	10	42
Ajax .	74	First Lieut. Pilfold .	2	9
Orion .	74	E. Codrington .	1	23
Agrammemon .	64	Sir Edward Berry .	2	9
Minotaur .	74	T. M. Mansfield .	3	22
Spartiate .	74	Sir F. Laforey .	3	20

BRITISH FLEET—*continued.*

Van Division	Size	Commanders	Killed	Wounded	
Africa . . .	64	H. Digby . . .	18	44	Totally dismasted, having run down the whole of the enemy's van to join the fleet. Towed in under jury masts.
Lord Nelson was wounded early in the action, but did not expire till it ceased.					
Rear Division					
Royal Sovereign . . .	100	Vice-Admiral Collingwood ; Captain Rotheram .	47	94	Only fore mast left standing bearing Adml. C.'s flag, but which fell soon afterwards. Was towed in.
Belleisle . . .	74	Captain Hargood .	33	93	Dismasted and otherwise much damaged. Towed in by the Naiad frigate.
Tonnant . . .	84	C. Tyler . . .	26	50	Much damaged in hull and rigging ; lost topmasts. Got in assisted by the Spartiate.

Bellerophon	·	74	J. Cooke (killed)	·	27	123	Lost topmasts. Assisted in going in by San Juan prize.
Colossus	·	74	J. N. Morris	·	40	160	Lost main and mizen masts. Much damaged in every respect. Got in under jury masts.
Achille	·	74	R. King	·	13	59	Topmasts lost, otherwise materially damaged. Got in.
Revenge	·	74	R. Moorsom	·	28	51	Much damaged. Got in.
Defiance	·	74	P. C. Durham	·	17	53	Damaged hull and sails.
Swiftsure	·	74	Wm. Rutherford	·	9	8	Towed in the Téméraire.
Thunderer	·	74	First Lieutenant Stockham	·	4	12	Little damage; remained out run in
Defence	·	74	G. Hope	·	7	29	Do. ; do.
Dreadnought	·	98	J. Conn	·	7	26	Do. ; remained out.
Polypheus	·	64	R. Redmill	·	2	4	Run in.
Prince	·	98	R. Grindall	·	4		Could not get up, run around destroying prizes, &c.

Tuesday, 22nd.

A.M.—Fresh breezes with constant rain. 11, took the Berwick (French) in tow. Employed shifting prisoners, and repairing damages. Found we had lost in the above action Lieutenant Francis Roskridge and 9 men killed and 41 wounded.

P.M.—Strong breezes and squally. Close-reefed the topsails. Struck topgallant yards and masts. Sounded in 70 fathoms.

Wednesday, 23rd.

A.M.—Moderate breezes with rain. Shook out 2 reefs of topsails and swayed up topgallant masts and yards. Committed the body of the deceased Lieutenant Francis Roskridge to the deep. Employed knotting and splicing rigging. Noon, moderate and cloudy.

P.M.—Do. weather. Employed getting prisoners out of the prize. Observed 11 of the enemy's ships under way, 6 or 8 miles to the westward of Cadiz. $\frac{1}{2}$ past 3, cast off the tow and made all sail to close with the Admiral. Cleared ships for action per signal. At 5, enemy stood back to Cadiz. $\frac{1}{2}$ past 5, fresh gales and squally. Wore and shortened sail. Close reefed the topsails. In a heavy squall, the fore and mizen staysails blew out of the bolt rope.

Thursday, October 24th.

A.M.—Do. weather. Struck topgallant masts. At 6, more moderate. Saw the enemy's ships standing into Cadiz. Noon, fresh breezes and cloudy. 6 boats employed shifting prisoners out of a prize intended to be burnt.

P.M.—At 3, wore. Backed the main topsail. Set fire to l'Intrépide.

TÉMÉRAIRE.

Log.—F. PRICE, Master.—Official No. 9282.

October 21st.

A.M.—Wore ship. Admiral NNW. At daylight, saw the enemy's fleet in the SE. Cleared ship for action and made all sail. Light airs. Standing for the enemy. Light airs. Running for the enemy's fleet.

P.M.—Variable light winds, Running down with lower topmast and topgallant studding sails set on the larboard side within a ship's length of the Victory, steering for the fourteenth ship of the enemy's line from the van. Quarter past noon, cut away the studding sails and hauled to the wind. At 18 minutes past noon the enemy began to fire. At 25 minutes past noon the Victory opened her fire. Immediately put our helm aport to steer clear of the Victory, and opened our fire on the Santísima Trinidad and two ships ahead of her, when the action became general. Some time after, the Victory falling on board her opponent, the Téméraire being closely engaged on both sides, the ship on the larboard side engaging the Victory fell alongside of us, the Victory on the¹ larboard side the yard arms locked; and immediately after struck, and was boarded by some of the officers and part of the crew of the Téméraire, at the same time being engaged with one of the enemy on the starboard side. A Spanish three-decked ship being on the larboard bow, or nearly ahead, who had raked us during great part of the action. About 10 or 15 minutes past 2, the enemy's ship fell alongside of us, on which we immediately boarded her and struck her colours.

¹ That is 'the Victory on her larboard side.'

Lashed both sides to the *Téméraire* [who], being totally a wreck, fell off and had no opportunity of raking the enemy's first rate for half an hour with some of the foremost guns. The ship lashed on the larboard side, her main yard and all the wreck fell on the *Téméraire*'s poop, which entirely encumbered the after part of the ship. Half-past 2, the *Téméraire* ceased firing, when the signal was made for a frigate to tow, being unmanageable. The *Sirius* came down with that intention. At 3, observed 5 sail of the enemy in good order, starboard side. Sent the men from the quarter-deck guns to assist on the other decks. The *Sirius* made sail from us, when four of the enemy's ships opened their fire on our starboard side, having but few guns clear of the prizes, cut them loose, the enemy carrying all the sail they could to get away. The *Minotaur* and *Spartiate* coming up with their rear engaged their sternmost ship, which was a Spaniard, who, after fighting some time, struck. Half-past 4, ceased firing. After the enemy passed us the *Sirius* came to our assistance and took us in tow, and about 6 the *Phœbe* took the ship which was lashed on our starboard side in tow.

N.B.—When the first action ceased, the *Royal Sovereign* a short distance to leeward and the *Colossus* dismasted with one of the enemy's two-deckers on board of her who had struck, and appeared to be Spanish. Received 35 prisoners.

October 22nd.

A.M.—At 7, burnt a blue light and wore ship. At 8, fresh breeze and cloudy. Cape Spartel S by E $\frac{1}{2}$ E, 3 leagues. At 10, wore ship. Noon, fresh gale and squally.

P.M.—Fresh breeze. *Sirius* towing. *Sirius* cast off the hawser and let us go, by signal.

October 23rd.

P.M.—Moderate and cloudy weather. Wore ship. Employed clearing the wreck and knotting and splicing the rigging, &c.

October 24th.

A.M.—Heavy squalls with rain, thunder, and lightning.

P.M.—Half-past 3, found the ship in 13 fathoms water. Wore ship. Moderate and cloudy. Wore ship. Saw a ship on fire bearing north. Half-past she blew up. Sounded frequently during the watch from 29 to 37 fathoms. Strong breeze and squally, with lightning. Sounded from 30 to 37 fathoms.

October 25th.

A.M.—Employed cleaning the decks and putting the ship to rights. Fresh gales and cloudy, with rain.

P.M.—Strong gales and squalls, with rain. 60 fathoms water. Lowered down and furled the jury foresail. 64 fathoms. Swayed up the jury fore yard and set the sail. 51 fathoms.

October 26th.

A.M.—Thirty fathoms. Moderate and clear, with lightning. 20 fathoms. A heavy swell. Half-past 7, came to with the best bower in 13 fathoms. Veered to a whole cable. Found the rudder-head quite broke off. Wedged the head up clear of the other part. Employed refitting the jury yards, sails, &c., and fitting a piece of yard for a starboard cathead, it being shot away. Moderate breeze, with a heavy squall. Several ships at anchor.

P.M.—Moderate and cloudy, with a swell from the WSW. Employed cleaning the deck. Endeavouring to secure the rudder, &c. Several

ships under way in the offing. Fresh breeze and cloudy, with rain and lightning all round the compass.

October 27th.

A.M.—Freshened hawse, the rudder being quite broke and upper part got clear from the stern. Pumped the ship out. At anchor as before. At daylight, 30 sail in sight. Half-past 8, observed a ship of the line dismasted to cast her head from the land. At noon, ditto in company.

P.M.—Observed the above ship to be on shore.

October 28th.

A.M.—Carpenters employed stopping shot holes, &c. $\frac{1}{2}$ past 9, the captain of the Scout came on board. Received one French prisoner. Employed cleaning and putting the ship to rights.

P.M.—Sunset, 17 sail of the line in sight. Two ships dismasted in shore.

October 29th.

A.M.—Received 39 prisoners. The Euryalus, bearing Admiral Collingwood's flag, coming towards us with the Defiance and Polyphemus. Received 15 men from the Euryalus who had been left on board one of the ships who struck to us. Captain Harvey went on board the Euryalus. Received from the Defiance a main topsail yard and main topsail. At anchor as before.

P.M.—Received 94 prisoners from the Defiance. Employed getting up topgallant mast for jury top-mast and outriggers for the rudder pendants to steer by.

October 30th.

P.M.—7. Swayed up the jury lower yards. Weighed and came to sail under the staysails.

$\frac{1}{2}$ past, Defiance took us in tow. Employed clearing and cleaning the ship. Set the foresail. Fresh breezes and cloudy. Defiance towing. San Lucar SE 7 leagues. Moderate breeze and cloudy.

October 31st.

A.M.—Defiance towing.

P.M.—Light airs, inclinable to calm. The Defiance, dropping on board of us, cut away the tow-rope. $\frac{1}{2}$ past, got clear of the Defiance.

November 1st.

A.M.—Defiance SW. Fresh breeze. Made all sail. Employed knotting, splicing, and clearing the topmast rigging. Light breeze and clear. Defiance took us in tow. Cape Spartel bears S $31^{\circ} 30'$ E, distant 44 miles. Noon.—Cape Trafalgar N 79° E, distant 62 miles.

P.M.—Moderate and cloudy. Wore ship. Employed knotting, splicing, &c., the main topmast rigging. 3. Cast off the hawser. Light breeze. Defiance in company.

November 2nd.

A.M.—Saw the land in the ESE. Defiance took us in tow. Light breeze and fair. Cape Spartel ESE 5 or 6 miles.

P.M.—Moderate breeze and fair weather. Defiance cast off the tow. Came to in Gibraltar Bay in 26 fathoms water.

Letter from Captain ELIAS HARVEY to his wife.

[From a copy in the possession of Mr. R. F. Ball, Egg Hall, Epping; lent by Commander Douglas A. Gamble.]

Téméraire in her way to Gibraltar after the action of the 21st October, 1805.

23rd October 1805.

You will, my dear, rejoice at the important

events which I am about to relate, and particularly so as our country will have the greatest reason to triumph, and that I am safe. For two days previous to the battle our frigates and the intermediate ships from them to the fleet had informed us of the enemy's combined force having put to sea. We, of course, were all anxiety and expectation ; the winds were light and from the westward. Lord Nelson with his fleet made sail for Gibraltar straight, and arrived within sight of Cape Trafalgar soon after daylight, the 20th. Under the apprehension that they would have availed themselves of the opportunity which we gave them of passing the Gut and proceeding to Carthagena or Toulon, what was our delight on seeing the signal for the enemy to the northward and afterwards the signal for their being forty sail. During the whole of the day repeated signals were made showing their bearing, and during the night we saw their lights, rockets, false fires ; for as soon as the day appeared, the 21st, we saw their fleet, which proved to be thirty-three sail of the line, French and Spanish, the rest frigates or smaller vessels, and, although we had the advantage of the wind and they showed no disposition to avoid our attack, it was noon before the action commenced, which was done according to the instructions given to us by Lord Nelson. The first ship in action was the Royal Sovereign, with Vice-Admiral Collingwood's flag on board. I did not see any other ship engaged before Lord Nelson opened fire on the enemy, they having opened upon him, and from the Santísima Trinidad about 10 minutes, as well as from several other ships of theirs ahead of her. The *Téméraire* at this time almost touched the stern of the *Victory*, which station she had taken about a quarter of an hour previous to the enemy's having commenced their fire upon the *Victory*,

in consequence of a signal made from the Victory. You are to understand from this statement that we bore down upon the enemy in two columns, the weather column led by the Commander-in-Chief, the lee one by Vice-Admiral Collingwood, which occasioned my being astern instead of ahead of the Victory; but Lord Nelson had sent to me and given me leave to lead and break through the enemy's line about the 14th ship from the van; but afterwards made the signal referred to above. From this period for two hours we were so nearly engaged that I can give you no other account of this part of this most glorious day's work than what immediately concerned the Victory or myself. We were engaged with the Santísima Trinidad and the other ships for perhaps 20 minutes or more, when for a minute or two I ceased my fire, fearing I might from the thickness of the smoke be firing into the Victory; but I soon saw the Victory close on board a French ship of two decks; and having the ship under command, notwithstanding we had suffered much in our masts and sails, &c. &c., I placed the ship so as to give this Redoutable a most severe dressing by raking of her fore and aft; however, the Victory fell on board of her and she struck, and soon after they came on board the *Téméraire*, so that the Frenchman was exactly between the two ships, being upon my larboard side. Some time previous I had commenced upon another ship with my larboard¹ guns, and very soon put her into so disabled a state that we fell on board of her also. I soon forced her to strike, and sent Lieutenant Kennedy, my first, with a party of men to secure this prize; and finding the Victory had got clear from Redoutable, I sent my second lieutenant to secure her and order both their ships to be

¹ So in copy.

Gibraltar, I fear our accommodations will be but bad.

October 28th.

An opportunity offers of sending my returns of killed and wounded. Killed, 47; badly wounded, 31; slightly, 45; in all, 123. You must write to my sisters, &c., &c., as I shall have no opportunity, the Scourge brig having no time to lose. I am quite well, safe at anchor, 3 leagues from the coast of Spain, the wind constantly from the S to W. We can make no progress until a change of wind; the weather at present moderate, but ever since the battle it has been very bad, almost a constant gale of wind with constant rain; *shocking* for our poor wounded.

PRINCE,

Log.—RICHARD ANDERSON, Master.—Official No. 9249.

October 21st.

A.M.—Light winds and a swell. Fleet in company. At 4, light airs and clear. Wore ship. At daylight saw the enemy's combined fleets to the eastward, consisting of 33 of the line as well as several frigates. Bore up per signal, with the fleet steering for the centre of the enemy. Answered our signal to take station as most convenient. Fleet formed order of sailing; hauled to port to give room for the lines to form. Answered signal to bear up. At 8 o'clock, set main topmast steering sails and all sail. Steering down for the enemy, which had formed the line to receive us. Answered signal for close action. Steering down between the lines with all sail set. At noon, Cape Trafalgar East 9 leagues. Answered telegraph signal, 'England expects every man will do his duty.' Latitude observed, $36^{\circ} 05' N.$

P.M.—Light airs and westerly swell. At 10 minutes past noon, the Royal Sovereign, Admiral Collingwood, commenced action with the enemy's centre. At 12.20, Victory commenced action, and broke enemy's line, and fell on board the enemy. Steering down with all sail. Light airs. At 3, in studding sails. Observed two of the enemy totally dismasted, and several had struck their colours. Discharged two broadsides into a Spanish three-decker that was engaged by the Dreadnought and a 2-decked ship. Put the helm a-port, and steered for down the rear of the enemy's line engaging. Came close alongside of a French two-decker. Gave her three broadsides, which cut away her masts and set her on fire. Wore round on our heel and brought to. Out boats to save the crew of the ship on fire. Sent away the boats, and filled and stood towards the van. Boats saving the men from the French Achille, on fire. Saved 140 men, and a schooner and cutter saving them. At 10 minutes before 6, the French ship blew up. Answered signal 101 [to come to the wind in succession on the larboard tack]. Came to the wind and left our boats behind. Observed 10 of the enemy bear away, and 4 to windward make sail off. Answered signal to take possession of prizes. Sent an officer and men to take charge of the Santísima Trinidad. Employed working up towards her, and repairing damages received in the action. Tacked occasionally and came alongside of her. Found her not taken possession of before. Took her in tow at 11 o'clock. Found her totally dismasted, and had lost 500 men. Found an admiral on board, named Balthazar Cisneros, who was wounded.

October 22nd.

A.M.—Made sail to the westward with light winds. At daylight observed 9 sail totally dismasted, some

in tow of other ships. Hauled down fore topmast staysail to repair shot holes. Set second jib. Found the bowsprit badly wounded and bowsprit shrouds shot away, and part of mainstay. Got fore runners and tackles forward to secure fore mast. Cleared away the wreck from the prize in tow. Came on to blow hard with rain. Took some Spanish officers on board. Came on a hard gale and rain. Split the mizen topsail, furled fore topsail. Trinidad in tow. Employed knotting fore and mizen rigging, and securing the masts and securing the tow. Strong gales and rain. Saw some of the fleet at times very much straggled, and greatest part partly dismasted. Blowing very hard. At noon, employed securing guns and clearing decks, &c. Victualled 145 prisoners. Sun obscure.

P.M.—Strong gales and squally with rain. Split mizen topsail. In fore topsail. Sailmakers repairing it. Got flying jib boom in. Came on to blow very hard. At 3-30, tow broke adrift. Employed fishing mizen mast and repairing sails. Came on a hard gale. Kept a light for the prize to know our position. Hard gales and rain all night.

October 23rd.

A.M.—Signal was made for 9 sail of the enemy's ships coming out, and they re-took the Sta. Ana. Got the prize in tow, and made sail instantly, and hoist boats up. Very squally weather. Cleared ship for action. Up topgallant masts and yards, and set topgallant sails. Moderate and cloudy, with much swell.

P.M.—Answered signal to form line. Observed the enemy take possession of another dismasted ship. Came on to blow again. Wind backed to the southward. In 3rd reefs and close reefs and up courses, and at 8 o'clock furled all square

sails. The spanker was split to pieces. Very bad weather. Santísima Trinidad in tow with two cables. Several vessels in sight of the fleet, but very much straggled.

October 24th.

A.M.—At 4, wore ship. The tow broke adrift in wearing. Lay to by her. At daylight, more moderate. Out boats and took the prize in tow again. At 9, answered signal to destroy prizes. Cast off the tow, hove to, out launch and pinnace, and brought prisoners on board. Strong breezes and a heavy swell. At noon, Neptune and Ajax came to assist with boats. Cadiz SE 7 leagues. Some dismasted ships at anchor. Others driving to the shore with anchors. Moderate, with much sea.

P.M.—Employed all boats all the afternoon fetching prisoners on board. Got on board, supposed, 500 men, and a many wounded. Cut away the prize's anchors, and began to scuttle her decks. Lost 7 stand of marine arms on board the prize or overboard. At 9, parted from the prize. Out 2nd reefs and up topgallant yards. Lost the first cutter by cutting away, being close on a lee shore. Hard squalls. At 6, wore ship. Got a range of the cables up, being within 5 miles of the shore. Saw some ships on shore near San Lucar. Expended, per captain's order, shirts, trousers, frocks, beds, blankets, shoes and stockings to naked prisoners.

NEPTUNE.

Log.—THOMAS FRANCIS FREMANTLE, Captain.—Official No. 9515.

October 21st.

A.M.—At 4, light winds. Wore per signal. 40 minutes past 5, saw the enemy's fleet, consisting of 33

sail of the line, 4 frigates and 2 brigs bearing E by S about 4 leagues. $\frac{1}{4}$ past 6, set royals and topgallant steering sails. At 7, bore up, per signal. Set lower and topmast [studding sails]. At noon, Vice-Admiral Collingwood cut through the enemy's line and commenced the action with the enemy. Observed the land about Trafalgar E by S $\frac{1}{2}$ S 5 or 6 leagues. The Neptune following the Victory into action. Light winds. Cut all the steering sails away.

P.M.—Light winds and fine weather. Cutting through the enemy's line. About $\frac{1}{2}$ past 12, commenced the action and continued engaged with different ships till $\frac{1}{2}$ past 4. At $\frac{1}{2}$ past 5, saw Cape Trafalgar bearing SE by E about 4 leagues. At 6, wore per signal and unbent the foresail and fore topsail, being shot to pieces. Bent others. At 8, moderate and cloudy weather. The fleet in all directions. At 12, do. weather.

October 22nd.

A.M.—Wore ship per night signal and set main topsail. Sounded in 24 fathoms. $\frac{1}{2}$ past 2, sounded in 43 fathoms. At 4, do. weather. Commander-in-Chief's light SW by S. Tacked occasionally to take the Royal Sovereign in tow. $\frac{3}{4}$ past 7, and sent a stream cable to her. At 9, took her in tow. Fresh breezes with rain. Hazy weather. 50 minutes past 9, in 3rd reef of the main topsail. $\frac{1}{2}$ past 11, close reefed the fore and mizen topsails and up foresail. At noon, strong breezes. Hazy, with rain, the Royal Sovereign in tow.

P.M.—At 4, hazy weather and blowing strong. Royal Sovereign in tow. At 6, very squally; wore. At 8, strong gales. At 10, heavy squalls. The main topsail blew to pieces. $\frac{1}{2}$ past 11, wore and set the foresail. At 12, hard rain. Burnt a blue light to ships to leeward.

October 23rd.

A.M.—Lowered the boats and picked up 3 men floating on a wreck. Up main and mizen topgallant yards.

P.M.—At 2, answered our signal to cast off the Royal Sovereign. 10 minutes past 2, slipped the stream cable. $\frac{3}{4}$ past 2, the French Commander-in-Chief and suite came on board from the Mars.

October 24th.

A.M.—At 9, bore up. Answered general signal to shift prisoners and destroy the prizes. Answered signal to assist the Prince in that duty. $\frac{1}{2}$ past 11, hove to. Out all boats and sent them to the Santísima Trinidad. At noon, wore close to her on the starboard tack and hove to.

October 25th.

A.M.—At 8, strong breezes and frequent squalls with rain. H.M.S. Britannia, Dreadnought and another ship in company. At 9, up fore and main-courses. Very squally. Half past 9, set the main sail. $\frac{1}{2}$ past 10, split the fore topmast staysail. At noon, blowing very strong with rain. Up mainsail. Set main staysail, which immediately blew to pieces.

P.M.—Blowing very hard with heavy squalls. Reefed the fore and main courses. At 2, set the main course. $\frac{1}{2}$ past 2, it blew to pieces. $\frac{1}{4}$ before 6, saw the land about Cape St. Mary's bearing from NW to NNE about 3 leagues distance.

October 26th.

At noon, bore up towards the Victory to take her in tow.

P.M.—20 minutes past 1, shortened sail, and hove

to by the Victory. Sent the boats with hawsers to bend to her stream cable. At 4, took her in tow, up boats and made sail.

October 27th.

P.M.—At 10, the Victory cast off the tow-rope. Hove it in. Spoke one of our ships, with a hulk in tow. At 12, fresh breezes and cloudy weather. Victory in company to leeward.

October 28th.

A.M.— $\frac{1}{2}$ past 9, carried away the fore topmast in a squall. Anchored in 20 fathoms red coarse sand with shells. Veered to two cables. Began clearing the wreck of the fore topmast.

P.M.—4, weighed and made sail.

October 29th.

P.M.—At 6, observed a ship on fire and soon after blow up. At 7, sent the wounded Spanish prisoners on board a French frigate, at anchor with a flag of truce. $\frac{1}{2}$ past 8, wore. Up boats and made sail.

October 30th.

A.M.—At 8, standing in towards Rota. At 9, tacked. Rear-Admiral Louis with four sail of the line in sight. 40 minutes past 10, Admiral Louis with his squadron stood into Cadiz Bay with intent to re-capture a French line-of-battle ship lying at anchor. At 11, saw them wear and stand off without effecting it, all the Spanish batteries firing at our ships. $\frac{1}{2}$ past 11, tacked. Hove to. At noon, St. Sebastian lighthouse ESE about 5 miles. Admiral Louis's squadron in company.

DREADNOUGHT

Log.—RICHARD BURSTAL, Master.—Official No. 9176.

October 21st.

A.M.—Strong breeze and hazy with rain. Answered the Victory's signal to wear general. At 4.20, wore. At daylight, observed a strange fleet to the eastward. Out 2nd reefs, and made sail and bore up. Cleared for action. At 8, light airs. The body of the strange fleet ENE 6 or 7 miles. Victory NE, fleet in company. Made all sail towards the enemy's fleet, which consisted of 33 sail of the line, 4 frigates and 2 brigs. At 12, the Victory made No. 63 with preparative No. 8 [prepare to anchor after close of day]. 26 sail line, 4 frigates, 1 schooner, 1 cutter in company.

P.M.—Light airs. Made all possible sail towards the enemy's rear. At 12.10, observed the enemy open a fire on the Royal Sovereign, which the Royal Sovereign returned. At 12.25, the Royal Sovereign broke the enemy's line near the centre. At 12.45, the enemy commenced with the Victory the van. At 12.55, observed the Victory's mizen topmast shot away. At 1.25, the Dreadnought commenced action with a Spanish three-decker and a 74. At 2, the St. James,¹ Spanish 74, struck to the Dreadnought. Sent an officer and boat's crew to take possession of her. At 2.15, opened a fire on a Spanish three-decker. Observed several of the enemy's ships dismasted and strike their colours. At 4.5, made and repeated 101 general [come to the wind in succession on the larboard tack]. Made and shortened sail and brought round occasionally to get our guns to bear. At 5.15, answered 99 general [come to the wind together on the

¹ Probably San Juan.

starboard tack] from the Victory. At 5.45, observed a French 2-deck ship blow up. At 6, [observed] 4 French ships of the line make sail to windward, and 12 ships of the line, 4 frigates, and 2 brigs make sail towards Cadiz. Employed sending men into and taking prisoners out of the prize. At 7, made sail to the southward. At 8, moderate weather. Fleet and several prizes in company. The enemy not in sight. Employed knotting and splicing the rigging, shifting the main topsail yard which was shot away in action. At 11, set the mainsail. At 12, wore as per signal. Fished the fore yard.

October 22nd.

A.M.—At 4, moderate weather. Fleet and some of the prizes in company. At 5.35, wore as per signal to take possession of a prize. At 9, took the French ship Swiftsure in tow. At noon, fresh gales, with rain. Fleet and prizes in sight.

P.M.—Fresh gales and squally. In 4th and 3rd reefs of the fore and main topsails, and 4th do. mizen topsail. Shifted the fore sail. At 2, sent down topgallant yards. At 3.30, in fore and mizen sails, and set the storm staysail. The Swiftsure in tow. Shifted the fore topsail, the greatest part of the body of it being blown away. At 8, strong breezes and squally. At 10.30, taken aback, broke the hawser, which broke the white cutter adrift, and was lost with one hawser and part of another.

October 23rd.

A.M.—At 4, prize in sight, part of the fleet in company. Made sail to get hold of the Swiftsure.

October 24th.

A.M.—At 8.30, wore and hove to. Out boats and sent them to the Spanish ship San Augustin for prisoners.

TONNANT.

Journal.—Lieutenant SALMON.—Official No. 10160.

October 21st.

A.M.—Fresh breezes with rain. Saw the enemy's fleet ESE. Bore up and prepared for battle. At 11.40, the enemy fired on the Royal Sovereign. At noon, near the enemy.

P.M.—Light breezes. At 12.15, began to fire on the enemy's ships. The French Admiral came on the starboard quarter, and at the same time was engaged by two others. Our fore and main top-masts gone. At 1.30, Captain Taylor was wounded. 2.10, the French ship struck to us; an admiral's ship took command of her, we engaging the enemy. At 5.40, one of the enemy's ships blew up; one struck. At this time the combined fleet discontinued the fire, and made off in all directions—that is to say, 4 stood to the southward and 12 for Cadiz. Counted at this time 17 enemy's ships that had struck, the best part dismasted; and at 6 began to clear away the wreck, and wore round. At 10.30, was taken in tow by H.M. ship Spartiate.

October 22nd.

A.M.—Strong gales, with rain. Employed clearing away the wreck and repairing damages.

[A very meagre account. The Tonnant anchored at Gibraltar on the 28th October.]

BELLEISLE.

Journal.—W. HARGOOD, Captain.—Official No. 9406.

October 21st.

A.M.—Fresh breezes and squally. Down top-gallant yards. Made and shortened sail occasionally.

At daylight, saw the enemy's fleet bearing East, distant 9 miles, consisting of 33 sail of the line, 5 frigates, and a brig. 5.40, answered the general signal to form the order of sailing. At 6, answered general signal to bear up and sail large and to prepare for battle. Made all sail, bearing down on enemy. Threw overboard unavoidably, in clearing for action, butts in packs 7. Do., cut for grog and topsail halyard tubs, 2. Do, cut for cook's tubs, 3. Puncheons and harness casks, 2 ; some beef and pork in harness tubs, iron hoops, 6 parcels, 10 in each ; biscuit bags from the different berths, 90 in number. At 8, light airs. Body of enemy's fleet SE 6 miles, formed in line of battle. $\frac{3}{4}$ past 8, Royal Sovereign made signal for larboard division to make more sail. At 9, Admiral made general signal to alter course 1 point to port. 9.20. Royal Sovereign made Belleisle's and Tonnant's signal to exchange places in line of battle, and Belleisle's signal to make more sail ; made all sail. Royal Sovereign made Belleisle's signal to bear SW of her. 9.40. Royal Sovereign made Belleisle's signal to alter course 1 point to starboard. 11.50. Royal Sovereign made Belleisle's signal to keep closer order. 11.53. Admiral made general signal to prepare to anchor after close of day. 11.55. Enemy from centre to rear opened their fire on Royal Sovereign and Belleisle, which was returned by the Royal Sovereign, and the Admiral made the signal for closer action. At noon, distance from the enemy's line $\frac{3}{4}$ of a mile ; reserving our fire with all sail set to cut their line. Distance from the Royal Sovereign 2 cables' lengths. Light airs with a heavy swell.

P.M.—Light airs and hazy with a heavy swell. 0.5. Royal Sovereign cut the enemy's line astern of a Spanish three-decked ship bearing a Vice-Admiral's flag. 0.8. Opened our fire on the enemy.

0.13. Cut their line astern of a French 80-gun ship, 2nd to the Spanish Vice-Admiral, at the same time keeping up a heavy fire on both sides. 0.40. Our main topmast was shot away. 1. A French ship bore up to rake us, and a ship on each side engaging us. At 1.10, the mizen mast went 6 feet above the deck. 1.20. The enemy's ship on our starboard side sheered off. 1.30. The enemy's ship, which had laid herself athwart our stern, placed herself on our larboard quarter. At the same time, a fresh ship ranged up on our starboard side. Kept up a heavy fire on them as we could get our guns to bear, the ship being totally unmanageable, most of her rigging and sails being shot. 2.10. Main mast went by the board. 2.30. An enemy's ship placed herself across our starboard bow. 2.45. The fore mast and bowsprit went by the board; still engaging three of the enemy's ships. 3.15. One of our ships passed our bow and took the fire of the enemy's ship lying there. 3.20. The enemy's ship on our starboard side was engaged by one of our ships. 3.25. Swiftsure passed our stern, cheered us, and commenced firing into the enemy's ship on our larboard quarter. Ceased firing, and turned the hands up to clear the wreck. Sent a boat and took possession of a Spanish 80-gun ship, Argonauta. The action still continuing general, cut away the wreck fore and aft. 4.15. The Naiad came down and took us in tow. Sent a lieutenant, the master, and a division of men to the prize. Saw a French ship of the line take fire. 5.10. She blew up. Observed several of the enemy's ships had struck, several making off to leeward, and four French ships of the line going off on the starboard tack. 5.30. The action ceased. People employed securing the guns, clearing and cleaning the ship.

October 23rd.

A.M.—Fresh breezes and squally. Got up the spare fore topsail yard for a main yard.

P.M. — At 4, was spoken by the Euryalus ; desired Captain Moorsom to take his station next the Euryalus.

October 24th.

A.M.—At 8.30, took a prize in tow. At 10, the ship's signal in distress, apparently sinking fast. Rendered her every assistance the condition of our ship would permit.

[The Revenge anchored at Gibraltar on the 28th October.]

From Captain Robert Moorsom to his father, Richard Moorsom, of Airy Hall, Whitby.

Revenge, Gibraltar, November 1, 1805.

Dear Sir,—I told Eleanor some time ago that I should reserve my letter to you for some great occasion, and I hope the victory gained by Lord Nelson on the 21st will be considered in England as glorious and decisive as any in the annals of the country. I will endeavour as near as I can to describe the mode of attack, though I could myself only see what passed in that part of the line I was in. Having information that the combined fleets were coming out of port, Lord Nelson made the best of his way from Cape St. Mary's to the Straits' mouth, and at daylight on the 21st we saw them to leeward of Trafalgar, bearing E by S about six or seven leagues. The wind all the morning was light from the NW, sometimes calm ; and about noon a light breeze about WSW. The enemy's fleet bore about east. As we approached them they formed their line on the larboard tack with their heads to the northward, and we kept going down in two columns

pointing to their centre. All our ships were carrying studding sails, and many bad sailors a long way astern, but little or no stop was made for them.

Admiral Collingwood dashed directly down, supported by such ships as could get up, and went directly through their line; Lord Nelson the same, and the rest as fast as they could. Revenge got through between the fifth and sixth ships from their rear. They closed so well together that a Frenchman's jib boom took my mizen topsail as I passed, and he was near jamming me between himself and his second ahead. Perhaps it would have been better for me if he had done so; for a Spanish three-deck ship with Admiral Gravina's flag directly shot up on my lee quarter, the Frenchman wore under my stern, and I was obliged to endure a raking fire for a considerable time without being able to help myself, for all our ropes were cut to pieces in going down, and the wind so light that we were a long time exposed to their fire before we got near. From where I passed through to a little ahead of their centre, the ships were nearly in a similar situation, all mingled together, and there the great impression was made. Their van could not afford any succour to their centre without passing through the stern-most part of our weather column. In about three hours they gave way. Some went off to windward; some to leeward as fast as they could. My friend the Spanish Admiral, who had been trying hard to dismast me, and succeeded in carrying away all my topsail yards, at last bore up on the approach of one of our three-deck ships towards him. The ships in their flight as they came down raked us on the bow. Four sail went off to windward and received a heavy fire from the Victory, Mars, Revenge, and another ship as they passed. A fifth, a Spaniard, attempting to follow them, was attacked by three of our ships

who were in good condition and obliged to strike. He stood out a long while, and his striking ended battle.

Just as the fleet were going into action, Lord Nelson by signal expressed the following words: 'England expects every man to do his duty.' He lived long enough to hear of the victory and that was all. A musket ball struck him about the shoulder and went down into the body.

I have given as near as I can my idea of the attack; but it varied so much in different parts of the line, that any one person can scarce give a just account of it. My station was the sixth ship in the rear of the lee column; but, as the *Revenge* sailed well, Admiral Collingwood made my signal to keep a line of bearing from him, which made me one of the leading ships through the enemy's line.

I am not certain that our mode of attack was the best; however, it succeeded. I don't yet know what the returns are, but I fancy it will be found that the weight of the action fell on a few ships only.

Very dutifully yours,

ROBERT MOORSOM.

Extract from letter, Captain Moorsom to his father.

December 4, 1805.

. . . I have seen several plans of the action, but none to answer my ideas of it. A regular plan was laid down by Lord Nelson some time before the action, but not acted upon. His great anxiety seemed to be to get to leeward of them, lest they should make off to Cadiz before he could get near.

I must tell you an anecdote of a Frenchwoman. The Pickle schooner sent to me about fifty people saved from the *Achille*, which was burnt and blew up.

Amongst them was a young Frenchwoman of about twenty-five, the wife of one of the main topmen. When the Achille was burning, she got out of the gunroom port and sat on the rudder-chains till some melted lead ran down upon her and forced her to strip and leap off. She swam to a spar where several men were, but one of them bit and kicked her till she was obliged to quit and get to another which supported her. She was taken up by the Pickle and sent on board the Revenge, and amongst the men she was lucky enough to find her husband. We were not wanting in civility to the lady. I ordered her two purser's shirts to make a petticoat; and most of the officers found something to clothe her. In a few hours Jeannette was perfectly happy and hard at work on her petticoat. . . .

MARS.

Log.—THOMAS COOK, Master.—Official No. 9230.

October 21st.

A.M.—Moderate breezes and cloudy. At 1.25, the Phœbe came alongside and hailed. At 2, saw a blue light NE. At 3.20, saw another ENE. At 4, light winds and cloudy. Victory WSW, 3 or 4 miles distant. Wore per signal. At daylight, saw the enemy's fleet on our lee beam, the wind being light. The Commander-in-Chief at 6.9 made general signal No. 72 [Form order of sailing in two columns]. At 6.14, ditto 76 with compass signal ENE [bear up and steer ENE]. Fleet formed in order of sailing in two columns. The van led by the Victory, Vice-Admiral Lord Nelson, and the rear led by the Royal Sovereign, under command of Vice-Admiral Collingwood, bore up in order to attack the enemy. At 8, ditto weather.

At 10.5, answered signal from the Victory for the Mars to lead the lee division. Light breezes and clear. Fleet with studding sails set running down towards the enemy. At 11.40, answered Royal Sovereign's signal No. 88 [make more sail]. At 11.45, the enemy opened a heavy fire on the Royal Sovereign, Belleisle, Mars and Tonnant, which was not returned by us until we arrived close alongside their ships. At noon, moderate and rather hazy. Royal Sovereign, Belleisle, Mars and Tonnant warmly engaged with the enemy's lee division.

P.M.—At 1.15, Captain Duff was killed, and the poop and quarter-deck almost left destitute, the carnage was so great; having every one of our braces and running rigging shot away, which made the ship entirely ungovernable, and was frequently raked by different ships of the enemy. At 4, the French Commander-in-Chief, Admiral Villeneuve, with Captain of the fleet and retinue, came on board from the Bucentaure, she having struck her colours. At 5.30, the firing ceased, and seven of the enemy's ships dismasted. Employed splicing and knotting the rigging, there not being one shroud standing in either fore, main, or mizen rigging. The fore mast and main mast badly wounded. Mizen mast cut half asunder, main topmast cut half in two, and not a sail in a state of setting. Ships not much disabled employed taking the prizes and our own disabled ships in tow. At 8, Cape Trafalgar ESE, 4 leagues. At 12, light breezes and cloudy weather.

October 22nd.

A.M.—At 1, wore per signal and employed about the rigging. At 4, fresh breezes and hazy weather. At 6, fresh breezes and hazy, with showers of rain. At 8, strong breezes and heavy rain. At 9,

mustered ship's company and found 27 killed and 71 wounded. Answered signal 109 with numeral pennant [to close nearer squadron, division &c. denoted]. At 10, strong gales and heavy rain. Employed about the rigging. At noon, ditto weather. Employed about ditto.

P.M.—Hard gales and squally, with heavy showers of rain. Employed about the rigging. Several of the fleet and hulks in sight. Lost the yellow cutter by the painter breaking; could not hoist her up. At 4, ditto weather. At 5, took in fore topsail and set storm staysails. At 5.30, committed the body of Captain Duff to the deep. At 12, strong gales and heavy rain.

October 23rd.

A.M.—At 12.30, carried away the main topmast about the second reef. Employed clearing away the wreck. At noon, employed as before. Ship's rudder almost in two.

P.M.—Moderate breezes and cloudy. At 2, cleared away for action. At 2.30, came to the wind on the starboard tack. Sent two boats on board the Royal Sovereign. At 4, employed bending sails and preparing to take the Royal Sovereign in tow. At 6, took the Royal Sovereign in tow. Made sail. At 12, strong gales.

October 24th.

A.M.—The pinnace and a six-oared cutter were swamped with their sails and masts.

October 25th.

A.M.—Royal Sovereign in tow.

P.M.—Strong gales and squally, with heavy rain. At 1, up courses per signal from Royal Sovereign. At 3, wore per signal from do. At 4, five ships in

sight. Heavy gales and squally. At 4.10, set the mainsail. At 5.25, observed the Royal Sovereign carrying away her fore topmast and fore mast. At 5.26, up mainsail. At 5.40, carried away the stream cable which the Royal Sovereign was towing by. Shortened sail in order to keep by her. Observed the foremast open about 5 feet from the forecastle deck. At 6, Royal Sovereign NW one mile. Strong gales and squally. Sounded occasionally.

October 26th.

A.M.—1. Lost sight of the Royal Sovereign. At 2, no soundings with 100 feet. Observed several blue lights. At 2.25, lost the fore topmast and fore topsail yard. At daylight found the fore mast badly sprung. At 6, cut it away. Gunners employed shifting the slings of the main yard. At 6.30, made signal No. 337 [the ship is in distress and obliged to part company on that account, and requires another ship to see her into port]. At 6.35, Royal Sovereign made signal No. 314 [ship is in distress and in want of immediate assistance] with compass signal. Employed getting a spare topmast up for a jury fore mast.

P.M.—Strong gales and squally, with a great deal of swell. Employed rigging the jury fore mast and securing the other masts. At 3, came to anchor per signal in 24 fathoms. At daylight, employed as before.

October 27th.

A.M.—Carpenters preparing a fish for the main mast. Sailmakers cut the fourth reef of the main topsail. At noon, got the fore topsail yard across for a fore yard. Strong gales and a great sea.

[The Mars anchored off Gibraltar on November 2nd.]

SPARTIATE.

[The Spartiate came late into the action, and has noted everything that could be seen as she bore down on the enemy. No reliance can be placed on her times. The log states that the Royal Sovereign cut through the line at noon, while the Victory did not begin to engage until 59 minutes later. This is a longer interval than any other ship records.]

Log.—FRANCIS WHITNEY, Master.—Official No. 9267.

October 21st.

A.M.—4. Admiral W by S. 4.30. Up mainsail. Wore ship. 5.30. Up foresail. Crossed royal yards. Daylight. 6.10. Saw the enemy's fleet to leeward, NNE quarter, lying to on the starboard tack and forming their line of battle. 6.40. Bore up and made all sail, forming in two divisions. Cleared ship for action. 8.55. The enemy's fleet wore and brought to the wind on the larboard tack in one line, north and south nearly, their fleet consisting of 33 sail of the line, 5 frigates, and 2 brigs. At 11.55, a gun was fired at the enemy (supposed to have been from the Bellerophon). 11.59. The Victory, Vice-Admiral Lord Nelson, made telegraph signals, the purport of which was: 'England expects every man will do his duty.'

P.M.—Light winds from the westward, with a swell from that quarter. 12 o'clock, H.M.S. Royal Sovereign (Vice-Admiral Collingwood) commenced the action with the enemy's centre, having cut through their line. 12.32. Observed the ship the Royal Sovereign was engaging, had her mizen top-mast shot away. 12.59. H.M.S. Victory, Vice-Admiral Lord Viscount Nelson, commenced firing at a ship ahead of her, she then bearing down on a Spanish four-decker, Santísima Trinidad, and a French two-decker, with an admiral's flag at the fore.

1.4. The Tonnant lost her fore topmast and main yard. 1.5. The Victory lost her mizen topmast. 1.7. A Spanish two-decker struck to the Tonnant. 1.19. A Spanish two-decker's mizen mast fell. 1.24. Observed the *Téméraire*'s mizen topsail yard shot away. 1.25. The Spanish three-decker, *Santa Ana*, struck to the Royal Sovereign, she then making sail ahead to the next ship. 1.36. The *Téméraire* lost her main topmast. 1.39. The *Santa Ana* lost all her masts. 1.42. The French Admiral struck to the Victory. 1.45. Came on board a lieutenant from H.M.S. *Euryalus*, with orders to pass through the enemy's line wherever we could engage with most effect. 1.49. Observed the Tonnant had wore, and had lost her main topmast, an enemy's ship being on board her on the quarter. 1.59. Observed a Spanish two-decker who was engaged by the Neptune lose her main and mizen masts. 2.25. Observed the *Santísima Trinidad*'s main and mizen masts go by the board, then engaged by the Neptune and Conqueror, the Africa raking her and a French two-decker. 2.30. The Spanish two-decker which struck to the Neptune lost her fore mast and bowsprit. 2.37. The *Santísima* lost her fore mast and bowsprit. 2.40. The Royal Sovereign lost her main and mizen masts. 2.45. One of the enemy's two-deckers lost her main and mizen masts. 2.57. Cut away our lower and topmast studding sails, observing the van of the enemy's ships had wore to form a junction with their centre. At 3, hailed the Minotaur to allow us to pass-ahead of her. Hauled our wind to prevent their forming a junction. Five of them bore up and five kept their wind to engage us and the Minotaur. Four French and one Spanish. 3.7. The Minotaur and Spartiate commenced close action with these headmost ships, receiving and returning the fire of the five ships in passing with our

topsails to the mast. Occasionally filled to pass enemy's ships that had struck. 3.40. Observed the sternmost, a Spanish ship's, rigging and sails very much cut up. Lay to on her quarter with our fore and main topsails to the mast, all our after sails set, firing obliquely through her, she returning at times from her stern chase and quarter guns. 4.10. Wore, not being able to bring our guns to bear, to engage her on the other tack, the other four ships having left her. 4.27. Observed one of the enemy's ships on fire (*l'Achille*) in the SE quarter, a frigate, the Pickle schooner, and Entrepreneante cutter picking up her men. 4.22. The Spanish ship engaged by the Spartiate and Minotaur had her mizen mast shot away. 5.10. She struck, after having been very much disabled. She proved to be El Neptuno, 80 guns. 5.20. The firing ceased. Observed a number of the enemy's ships had struck (counted 14), and one burnt. 5.54. She blew up. Observed the Belleisle totally dismasted. The Téméraire between two enemy's ships which had struck lashed alongside, with one of their main masts lying across the Téméraire's deck. The Victory and Colossus lost their mizen masts, other masts and rigging much cut up. Eight of the enemy's ships totally dismasted. The four remaining ships the Minotaur and Spartiate engaged kept their wind to the southward, with all the sail they could set. Several others making off to the north-eastward, apparently for Cadiz. The damages we sustained are as follows: the fore mast and bowsprit badly wounded in two places, one shot through the heel of the main topmast which splintered it very much, two shot between wind and water, and a number of do. in our sides. Two seamen, 1 boy killed, 2 officers and 18 seamen wounded.

N.B.—Light westerly winds till the evening,

then fresh breezes and dark cloudy weather. Wind WSW.

Employed getting the ship ready for action again, the rigging having been cut very much indeed as well as our sails. Moderate breezes and cloudy. Employed knotting and splicing our rigging, getting the ship ready for action again, &c. Do. weather. Sent a party of marines in a cutter with a midshipman on board the Algeciras (being part of an officer's guard ordered there). Received 7 prisoners from her per Africa's boat. 8.40. Out pinnace to take the Tonnant in tow; dark cloudy weather.

October 22nd.

A.M.—Fresh breezes, dark cloudy weather. Could not get the hawser to the Tonnant. Employed knotting shrouds, splicing the rigging, putting the sails to rights, &c. 6.40. Wore ship, in 2nd and 3rd reefs fore topsail, 2nd main and mizen ditto. 7.40. Wore ship. Fresh breezes and cloudy with rain. Fleet and prizes very much scattered. Cape Trafalgar SE, about 4 leagues. 10. Took the Tonnant in tow. 11.40. Wore per signal. Noon. Fresh gales and thick rainy weather. Tonnant in tow.

P.M.—Fresh gales and squally. 12.30. Close reefed the topsails. 2.10. Reefed the fore sail. Pumped the ship out.

October 23rd.

A.M.—Employed fishing the fore mast and repairing the rigging. Set main and mizen topgallant sails. 11.50. Repeated the general recall. Enemy being in sight coming out of port. Bore down to close the Admiral in the Euryalus.

P.M.—Moderate and cloudy. 12.20. Bore up per

signal. Ranged both bower cables and got springs on the anchors from the after ports. Employed clearing ship for action. 1.30. Hauled to the wind per signal. 3.30. Spoke No. 1 transport from London to Malta with ordnance; leaky and wanting advice. (Sent her to the Admiral.) Employed fishing our fore mast and replacing our rigging. Strong gales, dark misty weather, with hard squalls and rain. 7.55. Close reefed main topsail. 8.30. Handed fore and mizen do. Down topgallant yards. Struck topgallant masts. 10. The tow rope, our stream cable, broke from the Tonnant. 11. The jib blew loose, lost it totally from the boom. 11.30. The fore topmast staysail split, and blew away to pieces. Strong gales with heavy squalls.

DEFIANCE.

Log.—WILLIAM KIRBY, Master.—Official No. 9174.

October 21st.

A.M.—Fresh breezes and hazy weather. At day, discovered the enemy's fleet E by N, consisting of 33 sail of the line, 7 frigates and one brig forming the line of battle on the larboard tack. At 6, answered signal 72 general [to form order of sailing in two columns]. 6.15. Answered general signal No. 76, ENE [to bear up and steer ENE]. 6.30. Answered general signal No. 13 [to prepare for battle]. At 12, answered general signal, 'England expects that every man will do his duty.' All sail set. Standing for the enemy's rear ships. Light airs, inclinable to calm.

P.M.—Light breezes and hazy weather. Land east 5 or 6 leagues. 12.15. Answered signal to prepare to anchor after close of day. 12.25. The Royal

Sovereign commenced the action in the centre of the enemy's fleet, and passed through their line. 2.33.¹ Answered general signal to engage closer. At 1, Victory began to engage. 1.40. We began to fire (and not before a great number of shot went over us and much of our running rigging shot away) with a Spanish three-deck ship, the third from the enemy's rear. At 2.10, she bore up close alongside of us keeping a constant fire, we doing the same at her till 2.40, when she hauled off. Stood on for a French two-deck ship (*l'Aigle*). About 3.10, run alongside of her and made her fast. Boarded and got possession of the quarter-deck and poop. Struck the French colours and hoisted English. Her people still firing from her tops, forecastle, and lower deck. 3.35. The boarders were ordered from *l'Aigle*; cast off the lashing and hauled off about pistol-shot distance, and engaged her again. About 4.8, they called for quarter; ceased firing, out boats, sent a lieutenant with 20 men to take possession of her. Four sail of French ships to windward, standing to the southward, with all sail set. Found our bowsprit, fore mast and main mast, with all the topmasts, shot through and through. Standing and running rigging cut to pieces. Employed knotting and splicing the rigging. At 8, sounded in 15 fathoms water, sand. At 9, let go the best bower anchor. Veered to a whole cable, found the ship did not bring up, and being near the shoals of Trafalgar, cut the cable and made sail, by which was lost one bower anchor and cable, buoy and buoy rope. At 11, spoke H.M.S. Sirius with the *Téméraire* in tow. Received on board from *l'Aigle*, 14 French officers and 70 men.

¹ This evidently should be 12.33.

October 22nd.

A.M.—Fresh breezes and hazy, with rain at times. Employed knotting and splicing, unbending sails and bending others. At daylight, Admiral and fleet in company with a number of dismasted ships (prizes). None of the enemy's fleet in sight. Strong breezes. Stood in shore to l'Aigle. Out boats and got hawsers into them to take l'Aigle in tow. Standing off and on, endeavouring to get her in tow. At noon, strong breezes and squally, with heavy rain. Employed as before. St. Sebastian E by S two or three miles.

P.M.—Strong gales and squally, with heavy rain. Boats endeavouring to get a hawser on board l'Aigle. Found every attempt ineffectual. Sent on board her for our men. Got all on board except Lieutenant Purchase and twelve seamen, which could not be got without risking the loss of the Defiance, being so close on a lee shore. Up boats and made sail.

October 23rd.

A.M.—Enemy getting under way coming out of Cadiz. At noon employed knotting and splicing rigging.

P.M.—1.40. Wore ship. Unbent the small bower cable, it being cut by a shot, and bent it again. At 3, tacked ship. 12 sail of the enemy's ships standing towards our fleet. Observed the Thunderer cast off the Santa Ana, one of the prizes, to clear the enemy. $\frac{1}{2}$ past 3, saw the enemy take possession of the Santa Ana. At 4, strong breezes. Fleet and prizes in company. Enemy E by N 9 miles. At 8, strong gales with a heavy sea from the SW. Admiral S by E $\frac{1}{2}$ a mile.

October 24th.

A.M.—At 9, bore up to close with the fleet. Answered signal to destroy prizes. At 10, hove to. Employed bringing prisoners from one of the prizes.

P.M.—12.50. Wore ship. Receiving prisoners from the Argonauta. At 3, up boats. 3.30. Wore ship and out boats. In 3rd reef topsails. Got hawsers into the boats to take the Argonauta in tow, but, the sea getting so high, found it impracticable. Sent 2 boats with a lieutenant, 4 midshipmen, and 20 men on board to anchor her, which they did.

October 25th.

A.M.—At 8, saw 4 line-of-battle ships, 3 frigates, and 4 prizes dismasted at anchor.

P.M.—Strong gales and heavy squalls with rain. Up mainsail. Handed the mizen and main topsails. Furled the mainsail. Split the main staysail in hoisting. Reefed the foresail. Sailmakers repairing the main staysail. Téméraire in company.

October 26th.

A.M.—Set the main topsail and ran to leeward of a dismasted ship.

October 29th.

A.M.—8. Sent a main topsail and main topsail yard to the Téméraire.

P.M.—4. Took the Téméraire in tow. 6. Saw a ship on fire in the SE quarter. 7.30. She blew up.

October 30th.

P.M.—Sent 96 prisoners on board the Téméraire. 5. Attending on the Téméraire. Admiral and fleet in sight.

October 31st.

P.M.—Mr. Caught, the carpenter, to put a fish on the bowsprit, cut the standing parts of the outer and inner gammoning without orders, for which he was put under arrest. 9.30. Lowered down the boats to tow if occasion required; sent the boats ahead to tow. *Téméraire* nearing us. 12. Calm. The *Téméraire* fell on board us. Cast off the tow hawser from the *Téméraire*.

November 1st.

A.M.—Got clear of *Téméraire* and made sail. 8. Took the *Téméraire* in tow.

P.M.—3. Calm. Cast off *Téméraire*. Out boats and towed ship clear of her.

November 2nd.

A.M.—7. Took her in tow with all sail set.

P.M.—At 4, cast off the *Téméraire*, having towed her into the anchorage at Gibraltar.

CONQUEROR.

Log.—JOSEPH SEYMOUR, Master.—Official No. 9318.

October 21st.

A.M.—Made and shortened sail occasionally. Light breezes. At 4.20, wore ship per signal. At 5.30, fell overboard and was drowned Aaron Crocan (S). At daylight, fleet in company, consisting of 27 sail of the line, 4 frigates, 1 schooner, and 1 cutter in company. Saw the enemy's fleet to leeward NE. Bore up and made all sail in chase. Admiral made general signal 72 and 76 ENE [to form order of sailing in two columns and to bear up and steer ENE]. At 6.35, Admiral made general

signal No. 13 [prepare for battle]. Cleared ship for action. Threw overboard, being in the way of the guns, five butts and sundry other articles. At 10.10, Admiral made signal to Mars 97 with larboard divisional flag [to lead larboard division]. At 10.20, beat to quarters. Cut away from the spritsail yard 11 ox hides. At noon, light breezes and cloudy weather. Victory east, 1 mile. Enemy's fleet east 2 miles. Cadiz north, 16 leagues.

P.M.—Light breezes and clear. At 12.10, Victory made general signal 62 [each squadron to anchor separately] after the close of day. At 12.15, Victory 269 Téméraire with the Victory's pendant [made signal to Téméraire, take station astern of Victory]. At 12.20, the action commenced by the Royal Sovereign. At 12.25 Admiral 307 and 16 Africa [make all possible sail with safety to the masts and for closer action] and 16 general [signal for closer action]. At 12.30, the Tonnant's fore topsail yard was shot away. At 12.45, Victory commenced action. At 1, Victory's mizen topmast shot away in close action. At 1.20, Tonnant lost her fore topmast. Observed a Spanish three-decker with a flag at the fore with her mizen mast gone by the board and the Téméraire's main and mizen topmasts gone and Royal Sovereign's main and mizen masts gone. A French two-decker's main and mizen topmasts carried away. At 1.35, Conqueror commenced action with the Bucentaure of 80 guns. At 1.45, in close action. The larboard mizen shrouds and sundry running rigging shot away. At 1.55, observed the Victory's mizen mast gone and a Spanish three-decker totally dismasted. At 2, shot away the Bucentaure's main and mizen masts. A Spanish 4-decker in close action with the Neptune and Conqueror. Shot away the Bucentaure's foremast. At 2.5, the Bucentaure struck. Sent a boat on board of her to take possession.

Conqueror and Neptune still in action with the four-decker, she having a flag in her fore rigging. At 2.25, the four-decker's main and mizen masts went by the board. At 2.32, shot her fore mast away. At 2.35, she struck to the Neptune and Conqueror. Left her in charge of the Africa. At 2.40, Royal Sovereign, No. 84 Euryalus [to pass within hail]. Victory, 101 general [to come to the wind in succession on the larboard tack]. Five of the enemy's ships bore down on us and commenced a heavy fire. Three of our ships coming to our assistance, the enemy passed our starboard quarter. Bore up to assist the Leviathan, who was in close action with a Spanish two-decker. At 3.40, the enemy's mizen mast went over the side. At 3.50, the Leviathan boarded her and took possession of her. Observed one of the enemy's ships on fire to leeward and Belleisle totally dismasted. At 5.15, observed a French two-decker's main and mizen masts carried away. At 5.25, she struck, and boats took possession of her. At 5.30, Victory 99 general [to come to the wind together on the starboard tack]. At 6, Victory Nos. 58 and 186 [to take possession of and take in tow ships that have struck]. At 6.5, Euryalus 58 Conqueror [take possession of prize]. Royal Sovereign 186 to Conqueror [take ship in tow]. Action ceased; saw 12 sail of the line, 3 frigates and 1 brig of the combined fleet making off to leeward. Made sail for the Admiral. At 8, received orders from Admiral Collingwood to take the Bucentaure in tow. 10.30. Sent Lieuts. Spiers and Fischer with a division of men to take charge of her. Sent a boat with a $7\frac{1}{2}$ -inch hawser and a coil of $3\frac{1}{2}$ -inch rope, 1 coil of 3-inch for the Bucentaure's stream cable, which we received on board. At 11.30, made sail. At 12, parted the tow.

October 22nd.

A.M.—Hove to until daylight, and then took the Bucentaure in tow. At noon, do. weather. Bucentaure in tow.

P.M.—Strong gales with heavy rain. Furled the topsails. At 4.30, got topgallant masts on deck.

October 23rd.

A.M.—At 4, several ships in sight. Bent new topsails and courses. At daylight, four prizes in shore. At 7, Cadiz north 3 leagues. At 11, parted the stream cable. At noon endeavouring to take the ship in tow. Lost 3 small coils of rope, the stream cable, one $7\frac{1}{2}$ -inch hawser, with several other things, being forced to leave the prize in consequence of 8 sail of the enemy's ships of the line, 2 frigates and 2 brigs making after us. Made all sail for the fleet.

P.M.—At 4, fresh gales and hazy, with rain. Wore ship per signal. At 7.30, furled the fore and mizen topsails. Hauled down the main and mizen staysails. At 9, split the main topsail. Cut it away from the yard.

October 24th.

A.M.—At 3.45, wore ship. Unbent the remains of the main topsail. At 6.30, set the mainsail. At 8, employed fishing the fore and main masts and repairing the rigging. Bent a new main topsail and set it.

P.M.—Fresh gales. Received French prisoners from the French ship *Intrépide*. At 8.30, wore and set the fore and mizen topsails. At 8, the *Britannia* set the *Intrépide* on fire. At 9.10, she blew up. Wore ship.

October 27th.

P.M.—At 3, wore and hove to. Sent a boat on board the Africa. At 4.10, took the Africa in tow, having lost her masts. Made sail.

October 28th.

Midnight, Neptune, with the Victory in tow, NW 2 miles, Africa in tow. At 2, wore ship.

October 29th.

P.M.—2. Carried away the hawser. Hove to. 4.30. Took the Africa in tow. Filled and made sail.

October 31st.

At 9 A.M. calm. Cast off the tow.

November 3rd.

Gibraltar Bay. Shortened sail and came to.

November 10th.

Read an order from Admiral Collingwood to the ship's company requesting their sanction for two thousand pounds to be paid out of the prize money to erect a monument on Portsdown Hill in memory of Lord Nelson, which was unanimously agreed to.

DEFENCE.

Log.—RICHARD TURNER, Master.—Official No. 9174.

October 21st.

A.M.—12.25. Wore ship. 4. Light airs and inclined to calm. Daylight, made all sail. Saw the enemy's fleet bearing south, in all 39 sail, and our fleet SW by W. Set topgallant studding sails.

Enemy's fleet lying to and forming the line to leeward. Our fleet going down with all sail. Noon. Light airs and clear weather; our fleet going down. The enemy lying to, and forming the line. Cape Trafalgar ESE, 4 or 5 leagues.

Remarks in signal log.

P.M.—At 12.10, the enemy began firing at the Royal Sovereign, which she returned directly. 12.40. Victory began firing. 2.20. Defence began to engage a French two-deck ship. 3.15. She hauled off, at which time we engaged the San Ildefonso, who struck after an hour and 10 minutes. At 4.10, observed a ship on fire, supposed to be one of the enemy. 5.50. She blew up.

Remarks in log.

P.M.—Light airs and clear weather. 0.10. The enemy began to fire at the Royal Sovereign, which she returned directly. 12.40. Victory fired the first gun. At 2.20, we began to engage a French two-deck ship. At 3.15, our opponent hauled off, when the Achilles began to fire at her. At which time we engaged the San Ildefonso, who struck to us. At 4.25, sent a boat on board her. About 5, the action was over. Found a great number of the enemy had struck, the remainder running away. Boats employed getting the prize in tow. Sent the first watch on board do. 6. Cape Trafalgar ESE, 3 leagues. 22 fathoms water. 8. Light airs and cloudy weather. 7 men killed, and 29 wounded. At 10, took the prize in tow. Our fleet to windward. 12. Wore ship.

October 22nd.

A.M.—At 2, wore ship. 2.30. Spoke the Tonnant. 4. Moderate breezes and cloudy weather. Several

sail in sight. 5.20. Up mainsail. Daylight, fresh breezes. Our fleet dispersed and several dismasted and a great number of the prizes. The remainder of the French and Spanish ships out of sight. Cape Trafalgar E by S $\frac{1}{2}$ S, 6 leagues. 7.30. Hove to. Employed getting the stream cable on board the prize. 10. Filled and made sail. Noon, strong gales and squally with heavy rain. 26 sail in sight.

P.M.—Strong gales and squally with heavy rain. 0.30. Up mainsail and close reefed the topsails. Handed fore do. 1.30. In main topsail. 4. Passed to leeward of the Victory. 6. Up foresail. Sent the cutter alongside the prize.

October 23rd.

A.M.—Daylight, 43 sail in sight. Committed the bodies of Jas. Irvine, John Edwards, Jos. Mason, James Sargent and William Taylor, killed in action, to the deep.

P.M.—At 2, wore ship. 2.30. Hove to, and took part of our people out of the prize. At 3, cut off the prize. Bore up, and set topgallant sails. Enemy's fleet in sight to leeward.

October 24th.

A.M.—9.45. Shortened and hove to. Down boats. Sent two hawsers on board the prize to take her in tow. 10.30. Hawser parted. Prize anchored. Boats employed taking our people out of the prize.

P.M.—At 5, shortened sail and came to with the best bower in 27 fathoms water. Veered to two cables. Cadiz SE $\frac{1}{2}$ E, 7 or 8 miles. Donegal and several ships at anchor N $\frac{1}{2}$ W, 6 miles. Prize NW by W, $\frac{1}{2}$ mile. At 9.30, observed a ship blow up to the northward.

October 26th.

P.M.—Strong breezes and squally, with heavy rain at times. At 2, an English merchant ship dismasted, anchored astern of us.

October 27th.

P.M.—4. More moderate. Down boats and sent the first watch on board the prize, and brought prisoners on board. Sent a boat on board the English ship astern.

October 28th.

P.M.—2.30. Weighed. 10. Came to with best bower.

October 29th.

A.M.—9.30. Weighed and made sail.

P.M.—Moderate breezes and cloudy weather. At 1, tacked ship. At 2, shortened sail, and came to with the best bower in 27 fathoms water. Cadiz SE $\frac{1}{2}$ S, 10 miles. Two French frigates and a brig came out from Cadiz with a flag of truce to take the wounded out of the ship San Ildefonso. Received 11 men from them which had been carried in to Cadiz in the prizes.

October 30th.

P.M.—Found the neck of the rudder very bad. Woolded ditto with 3 $\frac{1}{2}$ -inch rope. 3.30. Weighed and made sail. Took the prize in tow.

November 2nd.

P.M.—At 2.30, the prize anchored. 2.40. Tacked ship. 2.50. Shortened sail, and came to with the best bower in 26 fathoms water. Moored ship, Mole Head E by S. Came in several line-of-battle ships with French and Spanish prizes.

COLOSSUS. †

Journal.—Capt. JAMES NICOLL MORRIS. Official No. 9415.

October 21st.

A.M.—Moderate and clear. 2. Spoke the Naiad. 4. The enemy's lights in sight to the eastward. Daylight, the enemy's fleet, consisting of 33 sail of the line, 4 frigates and 2 brigs on the starboard tack ESE, 6 miles. Our fleet on the weather bow, all sail set to close them. Cleared ship for action.

P.M.—Light winds and hazy weather. At 12.10, took our station between the Bellerophon and Achille, the enemy's fleet then ahead, lying to. 33 sail in line of battle opening their fire on the Royal Sovereign. 12.30. Admiral Collingwood commenced the action. At 12.50, receiving a galling fire from the enemy's rear. Began firing our starboard guns. At 1, passed our opponent in the enemy's line, who bore up as we passed, to prevent being raked. Engaged on both sides. All view of the enemy on the starboard side obscured by the smoke, until we found ourselves alongside one of the French ships, on whose upper decks, after the ships touched, there was not a man visible, but a fire from the guns, which in 10 minutes was silenced, except a gun in the after part of her cabin. At 1.25, she dropped clear of us, at the time closely engaged with a French ship on the larboard side, and a Spaniard a little further distant. 3. The French ship's fire almost silenced, dropped astern; when we were wholly engaged with the Spaniard, whose mizen mast falling, showed English colours to us to denote having struck. The French ship at this time endeavoured to bear up under our stern, but we, wearing quicker, only received a few of her larboard guns, before giving her our starboard broadside, which brought

her mizen mast down, and the Orion at this time giving her her first broadside, her main mast also fell, and they made signs to us of submission. Hauling up, our mizen mast fell over the starboard quarter. Sent Lieutenant Huish to bring the two captains on board, who returned with the captain of the French ship Swiftsure, and 2nd of the Spaniard Bahama, her first being slain. Observed many of the enemy had surrendered. Our sails and rigging very much cut, and quite unmanageable. 4 of the starboard lower deck ports knocked off while alongside the enemy. Received a fire from the enemy's van passing to windward. The Agamemnon took us in tow. 6. Cape Trafalgar ESE, 5 leagues.

October 23rd.

P.M.—Fresh breezes and squalls, with rain. 2. Cut away the main mast, which in the fall stove the starboard side of the quarter deck. 3. Parted the tow rope. Agamemnon took us in tow again. 9. Observed a ship blow up in the N by E. Employed at the pumps. Carpenters employed stopping leaks, &c. Employed rigging sheers to get up a jury main mast. Shot away and lost overboard by the masts going by the board in and since the action, 2 anchors, pinnace, 2 cutters, the fore topmast, main mast and mizen mast, with all the sails, yards, and furniture, and sundry other articles.

October 24th.

Hove overboard the carronades from the poop:

October 28th.

4. Apes' Hill SE by E, 3 leagues. Employed clearing ship for anchor. At 7, anchored with the best bower in 10 fathoms abreast of the Mole [Gibraltar].

LEVIATHAN. u

Log.—JOHN WILLIAM TROTTER, Master.—Official No. 9216.

October 21st.

A.M.—Several guns, blue lights and rockets to the north. Supposed to be our look-out ships. Light airs and cloudy. At daylight, saw the enemy's ships to leeward, 33 sail of the line, 5 frigates, 2 brigs. Bore up, made all sail. Cleared for action, in company with 27 sail of the line, 4 frigates, a schooner and cutter. At 5 minutes before 12, the Royal Sovereign, leading the larboard division, began to engage the enemy's rear. Land east about 10 leagues.

P.M.—At 20 minutes past 12, commenced action, engaged the enemy as they opposed us. About 1, the action became general. At about half-past 3, laid the San Augustin aboard, carried her and towed her off. At 20 minutes past 5, ceased firing, after which only a few shot were fired from either side. It appeared that 20 sail of the line struck, one burned, and one sunk. We had 4 men killed and 25 wounded. Masts, yards, rigging, &c., very much damaged. Fitted another tiller, the other shot away and thrown overboard. Employed knotting and splicing the rigging. Cast off the prize.

October 22nd.

A.M.—Took the prize in tow; passed the Swiftsure, a prize, and several hulks. Employed as before, and bending new sails. At daylight, 38 sail of the line in sight, including the prizes. Squally with rain. Cape Spartel S by E, 9 leagues. Bent a fore topsail. At 9 o'clock the hawser broke.

A.M.—Bent fore staysail, main staysail, mizen staysail. Mended the topsails. Strong gales and squalls with rain. Obliged to cut away the fore and main courses to save the masts. Bent a foresail.

October 23rd.

A.M.—At 2, sounded in 60 fathoms. Moderate and cloudy. At 4.30, heard the report of two guns. Set the topsails. At 6, out 3rd reefs and 4th reefs. Up topgallant masts. Fleet and prizes in sight. Inclining to calm, with a heavy sea. We took the San Augustin in tow with a stream cable. The land from E by N to N by E. in 70 fathoms.

P.M.—Moderate and hazy. Bent a spanker. At 1, wore. Up main topgallant yard. Rain. At 4 o'clock, cast off the tow. Bore up to close the enemy. Cleared for action. At 6, wore. In 3rd reefs. At 8.30, very strong squalls with rain; handed the topsails. Down topgallant yards. Struck topgallant masts.

October 24th.

A.M.—Do. weather. Set the trysail and fore storm staysail. Employed at the pumps. More moderate. At 6, wore. Set foresail and topsails. Out 3rd reefs. At 8.30, up topgallant masts and main topgallant yard. Made sail to secure the prize to leeward. At 10, fired a shot when the Rayo, a Spanish three-decker at anchor, hauled down her colours. Sent a boat on board the Monarca, a Spanish 74, a prize. At 11.30, she and us came to an anchor in 19 fathoms. St. Louis Church E by N, 3 or 4 leagues. Employed receiving prisoners from the Monarca.

P.M.—Employed as before. Cadiz lighthouse E by S. The Donegal taking the prisoners out of

El Rayo. At 8 o'clock, saw a line-of-battle ship, a prize, blow up.

October 25th.

A.M.—At daylight, found the Monarca had parted and was driving on shore. The Swiftsure and Ajax at anchor. The Minotaur under way. Observed a ship sunk bearing E by N. Strong gales. Got the jib boom in. Employed about the rigging.

October 26th.

Strong gales and squally, with rain and a heavy sea. Sent our boats and took several prisoners from the Argonauta, a Spanish prize. The Royal Sovereign, dismasted, anchored.

October 27th.

A.M.—Took some of our people and prisoners from the San Augustin, prize.

P.M.—The Rayo parted, the Donegal stood in-shore. The Berwick, a prize, run on shore.

October 29th.

Artificers making a fish for the main yard.

October 30th.

Received some warrant officers' stores from the San Augustin. Set her on fire; about 8, she blew up. The Argonauta was scuttled at her anchor.

P.M.—Fished the main yard. Sent several wounded prisoners on board a French cartel.

[The Leviathan anchored at Gibraltar on the 10th November.]

ACHILLE.

Log.—THOMAS WATSON, Master.—Official No. 9137.

October 21st.

A.M.—Light airs and fine weather. Do. weather. At daylight, saw the combined fleets of France and Spain bearing east. Made all sail towards them. Set studding sails. Light breeze and fine weather. At noon, the Royal Sovereign, Admiral Collingwood, led into action and began to engage the enemy. The rest of the fleet, with all sail set, going into action.

P.M.—Light breezes and fine weather. Beat to quarters, having everything clear for action. At a quarter past 12, came to action with the enemy's fleet, and continued in action till 4. One Spanish and one French ship of two decks struck their colours. Sent a lieutenant and men on board the French ship and took possession of her, which proved to be the Berwick, of 74 guns. Received French prisoners on board. Hove overboard 67 butts to make room in the fore hold for the prisoners. At $\frac{1}{2}$ past 4, made sail to the southward with the prize, in company with the Admiral. At 5, Cape Trafalgar E by S, about 4 leagues. At 7, wore ship, and at 10, wore ship per signal. Employed clearing ship of the wreck, and reeling ropes and knotting and splicing the rigging that was shot away.

October 22nd.

A.M.—At daylight, strong breezes and hazy. At 7, saw the land bearing south about 5 leagues. Strong breezes and hazy with rain. Employed

knotting and splicing the lower and topmast rigging. Admiral Collingwood in H.M. Frigate Euryalus having the Royal Sovereign in tow, she being dismasted in the action. Most of the ships having others in tow, being dismasted. At 11, sent 10 seamen on board a French ship to the Bellerophon to assist her. At noon, strong gales and hazy with rain. Two cutters which were towing astern sunk, and broke adrift and lost. (N.B.—Counted the enemy's fleet before the action commenced to the amount of 33 sail of the line, 5 frigates, and 2 brigs, and after the action saw 21 sail of them making their escape, the rest having surrendered to our fleet.)

P.M.—Strong gales and squally with rain. Employed securing the rigging, knotting and splicing.

October 23rd.

A.M.—Saw the land bearing SE by S. Employed securing the rigging, &c. Got a fore topgallant sail up for a mizen topsail, and a main topgallant sail for a main topsail. Took the Monarca, Spanish prize, in tow. At noon, Cadiz east, about 4 leagues. Saw 12 sail of the enemy's ships standing out from Cadiz towards the disabled ships. Killed in the action, 13; wounded, 59.

P.M.—Strong gales and hazy, with rain. Cleared ship for action. Saw 12 sail of the enemy's ships standing from Cadiz towards the disabled ships and prizes. At 3, Cadiz east, 4 or 5 leagues. The Monarca in tow. Saw the enemy retake a three-deck ship, and took her in tow. Strong gales with showers of rain. At 9, the hawser broke from the Spanish prize which we had in tow. At 11, strong gales and heavy squalls, with rain. Split the main staysail. Bent a fore staysail for a main staysail.

TRAFAVGAR

October 24th.

P.M.—Strong gales and hazy, with rain. Bore down to the fleet and prizes. At 8, saw a ship on fire. At 9, saw the explosion; supposed to be one of the prizes set on fire.

November 1st.

P.M.—Parted company from the Admiral, Collingwood, and made sail for Gibraltar.

BELLEROPHON.

Journal.—JOHN COOKE, Esq., Captain.—Official No. 9406.

October 21st.

A.M.—Fresh breezes and squally weather with rain. 4. Light airs, inclinable to calm, with a heavy swell from the westward. Answered signal to wear. 4.15. Wore ship. At daylight, saw the enemy's fleet ENE. Answered 72 and 76, general, compass ENE [to form order of sailing in two columns, and bear up and steer ENE]. Out all reefs, and made sail towards them. 6.20. Answered No. 13, general [prepare for battle]. 6.42. Answered 76 compass east, general [bear up and steer east]. Beat to quarters and cleared for action. At noon, light breezes. Answered 63 general with preparative [prepare to anchor], after the close of day. Answered 80 general [leading ship alter course 1 point to port, rest in succession] from Royal Sovereign, and set steering sails. Fleet consisting of 27 sail of the line.

P.M.—Light breezes, with a swell from the westward. At 10 minutes past noon, the Royal Sovereign opened fire upon the enemy's centre. At 12.13, answered 16, general [signal for closer

action]. At 12.20, the Royal Sovereign broke through the enemy's line astern of a Spanish three-decker and engaged to leeward, being followed by H.M. ships Mars, Belleisle, and Tonnant, which engaged their respective opponents. 12.15. Do. weather. 12.20. Opened our fire on the enemy. At 12.30, engaging on both sides in passing through the enemy's line, astern of a Spanish two-decker. At 12.35, while hauling to the wind, fell on board the French two decked-ship l'Aigle, with our starboard bow on her larboard quarter, our fore yard locking with her main one. Kept up a brisk fire both on her and the Spanish ship on the larboard bow, at the same time receiving the fire of two ships, one astern, the other on the larboard quarter. At 1, the main and mizen topmasts fell over the side. At 1.5, the master fell. At 1.11, Captain John Cooke (1st) fell. Still foul of l'Aigle. [Signed] William Pryce Cumby, Lieutenant. Captain killed in action.

Journal—Lieutenant E. SAUNDERS.

October 21st.

P.M.—Light breezes with a swell from the westward. Bearing down on the enemy under all sail. At 12.10, Royal Sovereign opened fire on the enemy's centre, being followed by Mars, Belleisle, and Tonnant. At 12.30, engaging on both sides. At 12.35, fell on board the French ship l'Aigle. At 1.5, the master fell; at 1.11, Captain Cooke fell. Still foul of l'Aigle and keeping up a brisk fire from the main and lower deck guns, the quarter-deck, poop and forecastle being nearly cleared by troops on board l'Aigle. 1.40, L'Aigle dropped to leeward under a raking fire from us as she fell off. On the smoke clearing away, observed several of the

enemy's ships had struck. At 3, took possession of the Spanish ship Monarca.

October 22nd.

A.M.—Do. weather. Employed clearing away the wreck.

P.M.—Fresh gales and squally with rain. Employed refitting the rigging.

October 23rd.

A.M.—Got up a jury main topmast and topsail yard, and set the sail.

P.M.—Bore up per signal and took in tow the San Augustin, Spanish 74. At 7, came to the wind, prize in tow.

October 24th.

A.M.—Strong gales and squally, with lightning and rain.

October 25th.

Mustered ship's company. Found 28 had been killed and 127 wounded in the action. Got up a jury mizen topmast.

[The Bellerophon anchored in Gibraltar Bay on the 28th October.]

MINOTAUR.

Log.—ROBERT DUNCAN, Master.—Official No. 9226.

October 21st.

A.M.—Moderate breezes with lightning. Victory N by E. Do. weather. Fleet in company. At 4.40, wore. Out 2nd reefs. At 6.30, saw the French and Spanish fleets east. Bore up. Light airs. Fleet

in company. French and Spanish fleets east. Set fore topgallant and topmast steering sails. Answered the signal to prepare for battle. Light airs and fine. Fleet in company. The combined fleets from NE to SE distant about 5 miles, consisting of 33 sail of the line.

P.M.—Light breezes and fine. At 12.18, the Royal Sovereign commenced action with the enemy's centre. At 12.50, the general signal for close action. At 1, observed one of the enemy's ships on fire. At 1.5, the Victory's mizen topmast shot away by a Spanish three-decker, she not having fired a shot. At 1.6, the Tonnant's fore topmast shot away. At 1.25, a Spanish three-deck ship lost her mizen mast engaging the Royal Sovereign. Three ships constantly firing on the Sovereign. At 1.30, Tonnant's main topmast shot away. At 1.56, two Spanish ships struck to the Victory and Téméraire. At 2.10, observed four French and one Spanish ships bearing down towards the Victory. Hauled towards them, as did the Spartiate, and commenced firing on the Admiral's ship. Passed the four French ships and attacked the Spanish ship with a broad pennant flying. At 4, wore and got alongside of her, Spartiate in company. At 5.12, she struck, having her mizen mast and fore and main topmasts gone. At 5.12, she struck ; found her to be the Neptuno of 84 guns. At 5.55, a French line-of-battle ship blew up, which finished the action. Found our damages fore topsail yard shot away aloft, one through in chains, fore topmast head wounded. Sails, number damaged. Three shot between wind and water. The great part of the braces shot. Three men killed and twenty-two wounded (one [since] dead).¹ Got the spritsail yard up for a fore topsail yard. Received 24 prisoners and 2 officers. Sent a

¹ Illegible.

lieutenant, marine officer, and 25 men on board the prize. At 10, sounded in 13 fathoms and made signal for being in shoal water. Shifted the main topsail.

October 22nd.

A.M.—At 1, the wind veering round to the southward. Wore per signal. At 6, bent the fore topsail. At 7, set it. Answered the signal to take possession of ships that had struck in the SE. Tacked and made sail. At 8, moderate breezes and cloudy. At $\frac{1}{2}$ past 9, tacked close in with the shore near ____¹. Hove to close [to] the Neptuno, Spanish ship, to take her in tow. Cape Trafalgar SE 3 leagues. Fresh breezes and hazy with rain. Taking the Neptuno in tow. Three dismasted ships in the NE not taken possession of. None of the fleet in sight.

P.M.—Took the prize in tow with two eight-inch hawsers. At 3.25, the tow rope gave way. Sent 25 men into the prize, making in all 75. Found the hawser had parted in the middle. One buoy lost. Euryalus with Admiral Collingwood's flag in company.

October 23rd.

A.M.—Several of the ships in Cadiz Harbour getting under way. Made the signals 370 and 403 [enemy's ships are coming out of port²]. Repeated ditto until answered by the Euryalus.

P.M.—10 line-of-battle ships and several frigates came out of Cadiz Harbour. At 2, saw a French frigate bring to close to the Neptuno and took possession of her. Answered the signal to prepare for battle and anchor with springs in the cables. Saw the Spanish and French ships take pos-

¹ Illegible.

² Signification of second signal cannot be ascertained.

session of two dismasted ships. Found the fore stay stranded. 6. The enemy's fleet stood for Cadiz again. 12. Hard gales and squally. Carried away the fore topsail yard.

October 24th.

A.M.—7. Carpenters fishing the fore topsail yard. 12. Answered the signal to prepare to destroy the prizes. Sent the boats on board them to take the prisoners out. Shifted the foresail. Got the main topgallant mast down.

October 27th.

Saw the Royal Sovereign at anchor in 30 fathoms without her masts, with 11 ships more, 5 of them seemingly in good order.

November 3rd.

Lieut. ____¹ and Lieut. Reeves, of Marines, with 2 petty officers and 67 seamen and marines, came on board from H.M. Ship Swiftsure, having been taken in the Neptuno, Spanish ship, and sent out from Cadiz. The Neptuno drove from his anchor off St. Mary's and went to pieces.

ORION.

[The Orion's log is a good one, as might be expected from the character of her captain. It will be observed that she was obliged to anchor with her prize on the morning of the 23rd, and to cut the cable at noon, owing to the approach of the enemy from Cadiz. She was able to keep the Bahama in tow until 1.30 A.M. on the 24th.]

Log.—CASS HALLIDAY, Master.—Official No. 9238.

October 21st.

A.M.—Observed several blue lights and rockets in the N.E. At 6.15, answered general signal 76

¹ Illegible.

[bear up and sail large on course steered by Admiral]. Saw the enemy's fleet to the eastward, 33 sail of the line, 1 frigate. Hove several things overboard, and cleared ship for action. At 7, set all sail, keeping in two lines for the enemy, the Victory leading one and the Royal Sovereign the other. The Africa's signal was made 307 [make all possible sail with safety to the masts]. Answered general telegraph signal made by the Victory 253, 269, 863, 261, 471, 958, 220, 370, 4, 21, 19, 24 [England expects that every man will do his duty]. The Defence made our signal 82 [to alter course one point to port]. The enemy kept up a hot fire on our ship going down, which was beyond it.

P.M.—The signal was made to prepare to anchor if necessary. The enemy's fleet consisting of 15 sail of Spanish ships of the line under the command of three Admirals, and 18 sail of French ships of the line, also commanded by three Admirals, besides frigates and a brig, the French forming their line to leeward, after wearing from the starboard to the larboard tack. The British fleet consisting of 27 sail of the line, besides frigates, a brig, a schooner and a cutter, bearing down to attack them, with steering sails in the order of sailing. At 15 minutes past [noon], the general signal to engage more closely. The Victory made the Leviathan's signal to lead the van, and the Mars to lead the lee line. At 35 minutes past, the Royal Sovereign broke through the enemy's rear, and ranged up under the lee of the Santa Ana, a three-decked Spanish ship, the larboard division attacking the remainder of their rear, as they arrived up in succession. The Victory, after making a feint of attacking their van, hauled to starboard so as to reach their centre, and then wore round to pass under the lee of the Bucentaure. Each ship

of our fleet passed through the enemy's line with studding sails, but hauled them down, or cut them away as she arrived up in succession. Passed the Santa Ana dismasted at 1.30, and had struck. The Royal Sovereign under her lee with her fore mast only standing. Passed the Mars, Colossus and Tonnant, aboard and surrounded by several of the enemy's ships, all dismasted or nearly so. Passed the Victory and *Téméraire* with one French two-decked ship between, and on board of each of them, one French two-decked ship on board the *Téméraire* on the starboard side also, and one other two-decked ship, about a ship's length to windward of the Victory, all in hot action. At 2, opened our fire upon the stern of one of the enemy's ships endeavouring to make off from the ship opposed to her. Carried away her mainmast and made her strike her colours. Bore up to close with a Spanish Admiral to leeward in a three-decked ship, but was obliged to haul on a wind by the Dreadnought, who passed in between us. Continued in action about 3 cables' length distant with the enemy's reserve line. At 2.45, made a second attempt to close with the above Spanish Admiral's ship passing us on the other tack, but was again prevented by the Britannia ranging her line, and continued in action. At 3.30, repeated and obeyed the signal to haul to the wind on the larboard tack. Observed the Leviathan closely engaged with a Spanish ship, and the whole of the enemy's van wearing to attack her. Made sail to assist her. Observed a French 74 bring [to] on the starboard tack, and engage warmly betwixt the Leviathan, who was boarding a Spanish 74, and the Africa, who appeared to have almost ceased firing. Made all possible sail. Passed close athwart the Leviathan's stern, so as to close with the French 74. At 4, opened our fire close

on his starboard quarter, wore round his stern, and brought to on his lee bow betwixt the Africa and the above ship, keeping up such a well-directed fire as carried away his three masts and bitts,¹ and prevented his returning us more than one or two broadsides. At 4.45, he struck his colours. Sent the first lieutenant, Mr. Croft, and a party of men to take possession of her. At 6, stood under her stern with a rope to take her in tow, but they slipped it. At 8, the Ajax took her in tow.

October 22nd.

A.M.—12. Made sail, the Ajax and prize in sight. At 3, lost sight of the prize. At daylight, Cape Trafalgar bore SSE, distant 10 or 12 miles. At 8, hove down to a Spanish ship dismasted, and took her in tow with two 8-inch hawsers on end (the Bahama). At 11, made sail. Very squally. At $\frac{1}{2}$ past 11, close reefed the topsail. Cape Trafalgar bore SE by S, distant 5 leagues. At 12, strong gales and very squally; furled the topsail.

P.M.—Strong breezes with heavy rain. Prize in tow. At 6, strong gales and squally. Got the tow-rope in over the taffrail.

October 23rd.

A.M.—At 3.50, wore ship. At 9.30, found the ship settle in with the land very fast. Let go the small bower anchor in 34 fathoms. At 11, perceived the ships in Cadiz getting under way. At 12, cut the cable and made sail. Cadiz lighthouse E by S $\frac{1}{2}$ S, distance 9 miles. Prize in tow.

P.M.—7 sail of the line, 3 frigates and a brig

¹ This word is nearly illegible. It may be a contraction of bowsprit.

of the enemy's standing after us. Perceived the Thunderer to have cast off her prize. At 9, a very heavy squall. Hauled up the course and lowered down the topsail, but was all blown in pieces.

October 24th.

A.M.—At $\frac{1}{2}$ past 1, judging it not safe to keep the prize in tow, cut all the hawsers away. Set the mainsail. At 2, set the foresail. At $\frac{1}{2}$ past 2, wore ship. At 7, saw the land ahead. At 9, hoisted the boats out, and sent them for prisoners on board the *Intrépide*.

P.M.—At 1, wore ship. At 2, received prisoners on board. Made and shortened sail occasionally to keep near the prize. At 7, fresh breezes with a heavy swell. At 8, received all the prisoners from on board her (the prize). At 8.30, perceived the fire to have taken. At 9, wore round and made all sail. At 9.30, the *Intrépide* blew up. At 11, strong gales. Carried away the starboard bumpkin. Got a yardarm piece out and lashed it.

October 26th.

P.M.—At 7, perceived the prize three-decker to have parted.

October 27th.

A.M.—At 1, sent the launch on board the cutter. At 0.30, the cutter slipped, and stood after the prize that had parted. The Leviathan's launch brought prisoners from the *San Augustin*. Employed cleaning the ship, having on board nearly 300 prisoners. Strong breezes and squally, with much rain. Employed getting the English out of the *San Augustin*.

October 28th.

A.M.—At 4, more moderate. Hoisted the boats out and sent them for prisoners on board the San Augustin. 8. Got 100 more prisoners on board. Made signal to the Leviathan that we had 450 prisoners.

[The Orion anchored off Gibraltar on November 2nd.]

SWIFTSURE.

Log.—GEORGE FORBES, Master.—Official No. 9269.

October 21st.

A.M.—At 4, light breezes and a heavy swell from the westward. At $\frac{1}{4}$ past 4, wore to northward per signal, and set topgallant sails. At 5, discovered the enemy's fleet bearing ENE, and made all sail to form the order of battle. Beat to quarters, and cleared ship for action. At 8, light airs and clear weather. All possible sail set to bring the enemy to action. At noon, Victory and fleet in company. Enemy's fleet bearing from ENE to North, distant about 3 miles, consisting of line 33, frigates 5, brigs 2. English fleet of line 26, frigates 4, schooner one, and one cutter. Cape Trafalgar bearing ESE 4 or 5 leagues.

P.M.—Light airs with pleasant weather. At a quarter past noon, H.M.S. Royal Sovereign, Admiral Collingwood, brought the combined fleets to action, which was warmly followed up by rest of the British fleet. At half-past noon, the whole fleet in action, and Royal Sovereign had cut through the enemy's line. At 4, Cape Trafalgar ESE 4 or 5 leagues. At half-past 5, the ships of the combined fleets that were not taken or destroyed bore up and

sailed large to NE, being 10 of the line, 2 frigates, and 2 brigs, and 4 sail of the line of the enemy to the NW under all sail. In whole 17 of line having escaped, not having ships to send after them, in order to take care of our crippled ships and prizes; the British ships that were not disabled taking the prizes in tow, and crippled ships &c. Answered the signal to prepare to anchor, and ranged the bower cables. Killed belonging to Swiftsure 9, wounded 18. British fleet of line 26, frigates 3, schooner 1, cutter 1. Combined fleets of line 33, frigates 5, corvettes 2. People employed repairing the damaged rigging, &c. At 9, took the French prize in tow. At 10, sounded in 12 fathoms, and at 12, sounded in 25, and wore to northward.

October 22nd.

A.M.—At 6, Cape Trafalgar E by S 5 or 6 leagues. At 8, Cape Spartel S by E 7 or 8 leagues. British ships taken, none. French and Spanish taken of line, 22 taken, sunk, or destroyed.

P.M.—Strong gales and squally, with rain. At a quarter past meridian, got down topgallant yards, and struck topgallant masts. At 2, close reefed the topsails. At 4, the prize in tow. At 5, the prize made the signal of distress to us. Hove to, and out boats, and brought the prize officer and his people on board, and a great many of the prisoners. At a quarter past, the boats returned the last time with very few in them, the weather so bad and sea running high that rendered it impossible for the boat to pass. Got in the boats. At a quarter past 10, the Redoutable sunk by the stern. Cut the tow, and lost two cables of eight and a half inch, and a cable of 5 inches, with the prize. At 12, wore to southward. At 1, hove to, and shortened sail.

October 23rd.

A.M.—At half past 3, heard the cries of some people. Out boats, and picked up part of the crew of the prize that had saved their lives on a raft, and at daylight saw two other rafts with people on them and saved them. Served shirts to those that were naked. At noon, run alongside of the Victory to take her in tow. Fleet much scattered.

P.M.—Fresh gales with rain. Made and shortened sail as necessary. At 5, discovered the remaining part of the combined fleet bearing ENE, being 9 in No., at which time 7 sail of the British fleet bore up for them to bring them to action again. But they bore up, and run in for Cadiz Bay. At 7, the British fleet hauled their wind to join the prizes and crippled ships, finding it impossible to bring them to action again.

October 24th.

P.M.—Squally, with rain at times. Fleet employed getting prisoners out of the prizes, &c., and repairing the damage sustained in the action. Bent a new fore topsail, the old most partly shot away. At 6, bore up per signal to cover the prizes. Observed one of the prizes on fire. At 10, anchored.

October 25th.

A.M.—Prisoners on board from prizes, 244. English officer and men taken out of prize, 30 in number.

October 28th.

A.M.—Hove in to a cable on best bower, and served out the water to ship's company and prisoners at the allowance of half a gallon per man, and received 150 Spanish prisoners on board from

different ships. Number of prisoners on board, 440. At noon, 18 sail of fleet in company.

October 29th.

P.M.—Sailmakers employed repairing the shot holes of the sails, and people repairing the damaged rigging, &c. At 8, one of the prizes, a line-of-battle, blew up, and during the night another sunk.

October 30th.

A.M.—Set up the main rigging. Carpenter making a new mizen topmast for other damaged by shot.

October 31st.

A.M.—Carpenter employed fishing the mizen mast with the damaged mizen topmast. Discharged 200 sick and wounded prisoners into the French cartel.

November 2nd.

P.M.—2, parted company with the fleet, and made sail for Gibraltar to complete our defects and get clear of the prisoners.

AJAX.

Log.—DAVID DONALDSON, Master.—Official No. 9133.

October 21st.

A.M.—At 4, do. weather. Commander-in-Chief NE 3 miles. $\frac{1}{2}$ past do., wore ship per signal. At daylight, saw the enemy's fleet bearing east. Bore up and made sail per signal. At 6, answered general signal No. 72 [form order of sailing in two columns]. 10 past do., answered general signal No.

76 with compass signal ENE [bear up and steer ENE]. At 8, light winds and variable. Extremity of the enemy's fleet bore from E by S to SE, all sail set, going large in two divisions. $\frac{1}{2}$ past do., beat to quarters and prepared for action. 10 past 9, the enemy's fleet separated into two divisions. 15 past 10, the enemy's fleet in two divisions closed again to the number of 33 sail of the line, 5 frigates, and two brigs. Fleet steering ESE with all sail set, in two divisions towards the van of the enemy's fleet, distant about 3 or 4 miles. At noon, light airs, all sails set. Cadiz bore NE 7 or 8 leagues.

P.M.—Light breezes and hazy weather. 5 past 12, answered general signal 63 with preparative and a white flag [prepare to anchor as convenient]. The enemies form their line on the larboard tack. Our weather division bearing down towards the van, and the lee division towards the rear of the enemy's line. 13 past 12, the rear of the enemy commenced firing on the lee division, returned by the Royal Sovereign. 18 past 12, answered general signal No. 16 [for closer action]. The Royal Sovereign breaks through the enemy's line between the centre and rear. 32 past 12, general signal No. 16 [for closer action]; the Victory commenced her fire on the enemy. 10 past 1, the main top-mast was shot through. 12 past 1, began to engage the enemy, firing from both sides as we broke through the line. $\frac{1}{2}$ past 1, cut away all the steering sails from the yards and brought the ship to the wind on the larboard tack to leeward of the enemy's line, engaging them on their starboard side. 55 past 1, observed several of the enemy's ships had struck, one Spanish three-decker totally dismasted. 13 past 3, repeated general signal No. 101 [come to the wind in succession on the larboard tack]. 26 past 3, bore away a little to engage part of the

enemy's van, which were attempting to escape to leeward. At 4, a Spanish ship bearing a Rear-Admiral's flag struck. Filled and made sail. Kept up a raking fire on the enemy's ships running to leeward. 45 past 4, a French two-decker struck with the loss of her main and mizen masts. Came to the wind on the larboard tack and began to repair damages. The action ceased from van to rear when we discovered one of the enemy's hulks on fire; the enemy's ships that were not disabled made all sail, leaving in our possession 20 sail of the line. The signal No. 101 [to come to the wind in succession on the larboard tack] still flying. During the action two men were killed and ten wounded. The standing and running rigging much cut by shot, and the sails much damaged, the gangway netting and hammocks completely shot to pieces, and all the boats damaged by shot. The jolly boat towing astern was sunk and cut adrift. Employed reaving, knotting, and splicing the rigging, and shifting the damaged sails, &c. At 6, sounded in 20 fathoms. At 9, sounded in 20 fathoms water. Made sail, and at 10, took the *Intrépide*, French ship of 74 guns, in tow. By this time her fore mast had gone by the board. Sent a party of men and an officer on board to take charge and cut away the wreck. Made sail on the starboard tack. At midnight, light airs. *Intrépide* in tow. Wore ship.

October 22nd.

A.M.—Saw the light of our fleet bearing SSW, and the enemy's lights NE. Sounded frequently from 20 to 22 fathoms. Employed repairing damages. At 2, in the act of wearing, carried away the tow rope, by which two eight-inch hawsers were lost. Fresh breezes. Close reefed the fore topsail, and took in 2nd reef[of] the main and mizen

do. Made several attempts to take the ship in tow. At 4, fresh breezes and cloudy weather. At daylight, got the end of the stream cable on board the prize, and made sail with her in tow. At 6, saw Cape Trafalgar bearing SE by S 4 or 5 leagues. Sounded in 22 fathoms. Employed repairing damages and getting down the fore topgallant mast to ease the topmast. Several of the prizes in sight to leeward totally dismasted; some of our ships near them. At 8, strong breezes and squally, with rain. Britannia with a prize in tow near us. Employed repairing damages. Carpenter stopping shot holes between wind and water, and repairing the boats to transport the prisoners. Kept the pumps constantly going. At noon, strong breezes and squally, with heavy rain. Prize in tow. Cadiz bore NE 8 or 9 leagues.

P.M.—Strong gales and squally, with heavy rain. At 6, prize in tow.

October 23rd.

At noon, received from the *Intrépide* 4 prisoners.

P.M.—10 past 12, answered general signal No. 14 [prepare for battle and for anchoring with springs on the anchors, and sheet cable taken in at stern port]. Got the sheet cable out at the gunroom port and bent it for the sheet anchor. Employed clearing ship for action and repairing damages. At 1, wore ship per signal, and at 2 answered general signal No. 102 [to come to the wind together on the larboard tack]. At 4, fresh breezes and hazy weather. Prize in tow. Hoisted in the boats. At 11, in a violent squall, the stream cable parted in the gunroom port. Hauled up the foresail and hove the ship to under main topsail and mizen staysail.

October 24th.

A.M.—At 4, wore ship and set the fore and main storm staysails. At $\frac{1}{4}$ past 6, bore up to take the *Intrépide* in tow. At 8, fresh breezes and squally weather. Admiral ENE 4 or 5 miles. 40 past do., answered general signal No. 241 with compass signal ENE [to quit and withdraw men from prizes ENE, after having destroyed or disabled them]. Half past 11, hove to and hoisted out the boats and sent them to the Santísima Trinidad.

P.M.—Employed transporting prisoners from the Santísima Trinidad. Received from the Santísima Trinidad 209 prisoners. At 6, answered our signal No. 180 [to sound immediately and report depth of water]. Wore ship, and sent an officer and a party of men and anchored one of the prizes. At 8, came to in 20 fathoms with the best bower, not being able to take the prize in tow. Received 5 prisoners from the *Entreprenante*. The Santísima Trinidad was sunk and the *Intrépide* was burnt. Midnight, boats not returned from the prize.

October 25th.

A.M.—At 8, strong gales and heavy squalls. Sent the main and mizen topgallant masts down on deck. Employed in sundry ways about the rigging.

P.M.—Strong gales, heavy squalls, and much rain. Two of the prizes driving past us. At 4, strong gales and violent squalls, and a great sea running. Ranged the small bower cable and got the anchor clear.

October 26th.

A.M.—At 5, sent a boat to the prize. At 10, the *Orion* anchored near the prize that our boats were on board of. Swayed the main topgallant mast

through the cap, and rigging it. Two of the prize hulks parted from their anchors and drove past us. Carpenter employed repairing the barge—the launch, yawl, and cutter being lost on board the prize. Sent a boat to one of the prizes in distress.

October 27th.

A.M.—At 8, sailmakers employed repairing the damaged sails.

P.M.—At 3, answered our signal No. 131 [to cut or slip]; prepared to get under way. Got a slip rope and buoy on the cable. At 4, cut from two cables and made sail. At 8, came to in 22 fathoms with the small bower, near one of the prizes pointed out by compass signal from the Leviathan. Veered to a cable.

October 28th.

A.M.—At 4, hoisted out the pinnace and barge to shift the prisoners. Received from the Melpomene 63 prisoners.

P.M.—Received an order to supply the Orion and Eurydice with water. Sent on board the Mars 45 Spanish prisoners. Received from the Spanish prize Argonauta 185 prisoners. At 10, hoisted in the pinnace for repairs. The cutter returned with part of the men from the Spanish prize San Augustin (sent on board the evening of the 25th); the launch, yawl, and ten men were lost from the stern of the San Augustin.

October 29th.

P.M.—At 4, two French frigates and one brig, with flags of truce, arrived from Cadiz. Sunk the Argonauta. The San Augustin was burnt. At 8, received all the men from the Orion that were left in the French prize *Intrépide*.

October 30th.

A.M.—Royal Sovereign weighed and stood out of the bay. Téméraire weighed and was towed out of the bay.

October 31st.

A.M.—Boats employed taking the wounded prisoners to the flag of truce.

[The Ajax anchored in Gibraltar Bay on November 10th.]

THUNDERER.

Journal—ROBERT COCKS, Master.—Official No. 9278.

October 21st.

A.M.—Fresh breezes with rain. Down topgallant yards and reefed the topsails. More moderate. Out reefs, and up topgallant yards.

P.M.—Light breezes and hazy weather. At 15 minutes past noon the action commenced between the combined fleets of France and Spain, consisting of 33 sail of the line, and 27 of the English; and at 5, twenty sail of the line had struck to the English. At 8, took the Santa Ana in tow. Made sail.

October 22nd.

A.M.—At 2, hove to. At daylight, wore. Ship carried away the tow rope. Took her in tow again. At noon, fresh breezes and cloudy with rain. A few ships only in sight. Strong breezes and squally. Standing off to the westward.

October 23rd.

A.M.—Ditto weather. Carried away both the tow ropes. Shortened sail. Light airs. St. Sebastian east. Took all our people out of the prize and

made sail to the westward. Several of the enemy's ships standing towards us.

October 24th.

Moderate with a heavy swell. Shortened sail. At 10, hard squalls with rain, split all the topsails. Employed bending others.

October 25th.

Carried away the San Juan's tow rope. At 3, made sail. At 5, squally. Carpenter employed fishing the main mast. Strong breezes and hard squalls. At 8, carried away the tow rope.

October 26th.

A.M.—The prize bearing north. At noon, got the prize in tow.

P.M.—Made sail to the south. At 8, squally. Carried away the tow rope. Shortened sail and endeavoured to take the prize in tow.

October 27th.

A.M.—Hove to. At noon, got the prize.

October 28th.

Made sail, prize in tow. At 9, bore up and set studding sails: ranged the cables. At 11, shortened sail and anchored with the best bower off the Mole [Gibraltar].

POLYPHEMUS.

Log.—ROBERT LOUTHEAR, Master.—Official No. 10095.

October 21st.

A.M.—At 4, inclinable to calm. Wore ship. At 5.30, the enemy's fleet in sight. At 6, out 3rd reef

of the topsails. Got up the royal yards and set the royals. Counted 39 sail of the enemy, 34 of which appeared to be of the line, forming in line of battle on the larboard tack. Made all sail, steering down for them per signal. 11.30, the van of the larboard division began to engage the enemy, the rest engaging as coming up. At noon, Cape Trafalgar E by S 6 or 7 leagues.

P.M.—Light breezes and clear. The ships engaging as arriving up. 12.20. Opened our fire on the rear of the enemy (being hailed by H.M.S. Dreadnought that he would take the three-decked ship) and continued engaging, the enemy making off. Saw several ships dismasted. Observed a ship of the French take fire as we were firing at her. Stood towards the Defence, firing on the enemy's ships with our larboard guns. At 4, ceased firing in the rear; the ship engaging the Defence struck. Hauled our wind on larboard tack and stood towards two French ships that had struck, but drifting to leeward. Sent an officer on board her. Got up a hawser to take her in tow. She kept before the wind towards the enemy's ships; hailed her, and desired her to wear on the starboard tack. At 6, the van ceased firing. Took the Spanish ship Argonauta in tow, and made sail to windward to join our own fleet. Employed repairing the damages. Found our main mast and main topmast wounded. Received several of the Spanish officers on board. At 9.20, in 2nd reef of the main topsail. At 12, light airs inclinable to calm. Sounded in 17 fathoms water. Got up a range of the cable.

October 22nd.

A.M.—12.30. Wore ship per signal. Made sail as necessary. At daylight, Cape Trafalgar E $\frac{1}{2}$ S, 6 leagues. Cape Spartel SSE. Fresh gales with

rain. At 10.40, saw the Admiral Collingwood's flag in a frigate. She made signal for a lieutenant and annulled it, and made our signal to stay by the prizes. Fresh gales. Close reefed the topsails. The bend of the tow rope gave way. At 11, run down to close with the Admiral. At 11.30, brought to the wind on the starboard tack. The prize followed us. The sea running high, hoisted in the boats. Employed fishing the main mast.

P.M.—Strong gales with heavy showers of rain. At 12.15, close reefed the fore and main and handed the mizen topsails. At 1.20, handed the fore topsail and struck topgallant masts. At 3, down topgallant masts on deck and in flying jib boom. Ditto weather. Gunners employed woolding the main mast. Committed the body of John Odsley to the deep. At 6, heavy gales with rain. Prize NE, $\frac{1}{4}$ of a mile. At 8, ditto weather. Prize SSE, $\frac{1}{4}$ of a mile. At 8.40, set the fore topmast staysail. At 9, down staysail. At 11, wore ship. At 12, more moderate. Set the main and mizen staysails. Prize S by W, 1 mile.

October 23rd.

A.M.—At 12.40, set the fore and mizen topsails. At 4, moderate and cloudy, with a heavy swell from the SW. Ship supposed to be the prize North, $\frac{1}{2}$ a mile. Light airs with a heavy swell. At 5.40, wore ship, set the foresail, jib and spanker. Out 3rd reef of the fore and mizen topsails. At 7, variable and squally. At 8, light airs, up fore and mizen topgallant masts. At 9.30, wore ship. At 10.15, saw a cutter boarding a brig W by N. At 11, hove to. Backed and filled as necessary. Took the prize in tow. Up fore and mizen topgallant yards. Out 3rd reef of the main topsail. Car-

penters employed plugging the shot-holes. At 12, filled and made sail, prize in tow.

P.M.—At 1, set the fore topgallant sail and out 3rd reefs of the mizen topsail. At 2.10, Cape Trafalgar SE, by E, 8 leagues. At 4, eleven sail of the enemy in sight NE. Fresh breezes and cloudy weather. Got the end of the sheet cable out at the gunroom port, and bent it to the sheet anchor. At 6, thick weather with rain. At 7, strong gales with rain. Split the jib. At 7, up mainsail. At 7.45, close reefed the topsails and furled the fore topsail. Set the main staysail. Heavy gales, prize in tow. Furled the main topsail. Struck topgallant masts and in flying jib boom. Strong gales and squally, with lightning and rain; blew away the main staysail. At 11.30, cut the prize adrift to prevent her running foul of us. Lost the $11\frac{1}{2}$ hawser and part of the viol. At 12, the prize SE, 1 mile.

October 24th.

A.M.—Employed bending a main staysail. Ditto weather. Lying to under the mizen staysail. At 3, saw several flashes and a blue light in the NE. At 3.50, wore ship, set the trysail and main staysail. At 5, more moderate. Set the foresail and main topsail. At 6, set the fore and mizen topsails. At 7, wore ship, up foresail. At 8, fresh breezes and clear weather. At 8.40, out one reef of the topsails and set the foresail. Answered the signal to pass within hail. At 10, San Lucar E by N, 5 leagues. At 11, hove to and took the Victory in tow. At 11.40, filled and made sail. At noon, strong breezes and cloudy weather.

P.M.—San Lucar E $\frac{1}{2}$ N, 5 leagues. Squally with rain. At 1, carried away the spanker boom and split the jib. At 1.30, wore ship. Made and

shortened sails with the squalls. Victory in tow. Employed securing the main mast.

October 25th.

A.M.—At noon, hard gales with thick weather and rain. Carrying all possible sail. Victory in tow.

P.M.—Strong gales. At 6, cut the tow rope to prevent the Victory coming on board us.

October 26th.

A.M.—At 2.30, burned a blue light in answer to one ENE, supposed to be the Victory. At 6.30, set the fore and mizen topsails. At 7.30, bore up to close the Victory.

P.M.—Squally weather. Observed the Africa make signal of distress and was assisted by the Conqueror.

October 27th.

7.30, spoke H.M.S. Neptune, having the Victory in tow.

October 28th.

A.M.—At daylight made signal to the Victory to prepare a hawser as intending to take her in tow. Neptune made our signal that the Admiral had ordered us to stay by the Tonnant.

October 29th.

P.M.—5.30. Took the French ship Swiftsure in tow. At 7, shortened sail and came to, owing to our drifting in shore.

October 30th.

A.M.—At 1.30, weighed and made sail with the French ship Swiftsure in tow.

November 2nd.

P.M.— $\frac{1}{2}$ past 4, the Swiftsure cast off and run in.
Anchored off the New Mole. [Gibraltar.]

AFRICA.

[The Africa came into action independently, and passed the whole van of the combined fleet before she joined Nelson's division. The Commander-in-Chief seems to have considered her distant engagement with the van of a frivolous description, and made her signal for closer action. The little ship then engaged the biggest enemy she could find.]

Journal.—Captain HENRY DIGBY.—Official No. 9390.

October 21st.

A.M.—At 12, moderate breezes; wore ship. At 2, set the mainsail. A ship W by S, 2 miles. Several lights South. At 3, observed a ship in the SW quarter. At 4, saw the flashes of several guns WSW. Wore ship. At 6, wore ship. Cape Trafalgar SE, 8 or 9 leagues. At 8, light airs and clear weather. Body of the enemy's fleet south. English fleet SW by W. At 10, light airs and clear. Enemy's fleet S $\frac{1}{2}$ W, 6 or 7 miles. At 10.53, the Admiral made the signal No. 307 [make all sail possible with safety to the masts] with the Africa's pennants, and at 11.28 made No. 8,¹ with Britannia's pennants, and at 11.32 No. 63 with No. 8 and preparative (general) [prepare to anchor after close of day]. Same time, Admiral Collingwood in the Royal Sovereign commenced the action in the rear of the enemy's centre. At 11.40, the Africa engaged the headmost ship of the enemy's van (the Africa then on the starboard tack), viz., a Spanish two-decker, bearing the flag of an admiral, and engaged the whole of the enemy's van line as

¹ The meaning of this signal cannot be ascertained.

we passed them. At 12, the Admiral made the signal No. 16 [engage more closely] to the Africa. At 12.15, the Admiral made the signal No. 16 [engage more closely] general. At 1, bore down to the assistance of the Neptune, engaging the Santísima Trinidad. At 1.30, commenced our fire on her. At 1.58, the whole of her masts went by the board, when she struck. Sent Lieutenant Smith with a party to take charge of her. At the same time, observed the enemy's van hauling on the starboard tack. At 2.30, observed a French two-decker making off. Made all sail after her. At 3.15, brought her to action. At 4.30, her mizen mast and main topmast went overboard. At 4.58, the Orion came up to our assistance. At 5.8, she struck. The Orion took charge of her. She proved to be the *Intrépide*. Observed 19 sail of the enemy's ships standing away. Found our masts very much wounded and main topsail yard shot away, and great part of our standing and running rigging. Ship so much disabled that we could not follow them. At 6, Cape Trafalgar ENE 6 or 7 leagues. At 12, moderate breezes. Several of the squadron in company.

October 22nd.

A.M.—Employed splicing and knotting the rigging. Fresh gales.

P.M.—First part fresh gales and squally with rain. Employed refitting the rigging and fishing the lower masts. At 9, departed this life Francis Bender, midshipman, of his wounds received in the action. Committed his body to the deep.

October 25th.

P.M.—Strong gales and squally. Ship labouring very much. At 9, the main mast went away, about

12 feet from the deck, which carried away the fore and fore topsail yards. At 9.45, the mizen mast went. Employed clearing away the wreck. Lost a boat from each quarter with the wreck of the mizen mast.

October 26th.

A.M.—At 2.30, the fore mast went in three pieces. Employed clearing away the wreck, and rigging jury masts. Made the signal of distress. Hove overboard 4 18-pounder guns, 4 32-pounder carronades.

P.M.—At 2.30, made the signal of distress. At 3.30, spoke H.M.S. Conqueror. At 4.30, the Conqueror took us in tow.

October 27th.

A.M.—At 2, cut off from the Conqueror in consequence of her being taken aback. Carried away our jib boom. At 8, the Conqueror took us in tow again.

November 3rd.

4 P.M.—Came to in Gibraltar Bay.

AGAMEMNON.

Log.—THOMAS WEBB, Master.—Official No. 9139.

October 19th.

P.M.—Calm and clear. At 3, the boats returned. Hoisted them in. Light airs and cloudy. Sent a party of men on board the brig we boarded in the morning. Do. weather. Brig in company. Made and shortened sail occasionally.

October 20th.

A.M.—Brig in company. Moderate and cloudy. Brig in company. Hove to. Took the brig in tow. Several strange sail in sight. At 8, the Euryalus made signal of an enemy in sight. Counted 30 sail of the enemy. Cast off the tow. Tacked occasionally. Fired several signal guns. An enemy in sight. At noon, squally with rain. Kept the signal up. Our own fleet in sight.

P.M.—Fresh gales and squally with rain. At 1.40, came a sudden squall. Carried away the main topmast. Lost the main topgallant sail and royal overboard. Split the mainsail. Employed getting another main topmast up. Wore occasionally in company with the fleet. Do. weather. Set the main topsail.

October 21st.

A.M.—Got the main topgallant mast up and topgallant yard across, and set the sail. Moderate and cloudy. At daylight the enemy's fleet ENE. Answered general signal to prepare for battle. Made all sail to get in our station. Answered signal No. 50¹ general [ships to be kept on the larboard line of bearing, though on the starboard tack]. Light airs and fair. Clearing ship for battle and bearing down at the enemy's fleet. Answered general signal No. 63 with the preparative [prepare to anchor]. At noon, moderate breezes and fair. The action commenced. Answered general signal No. 16 [engage more closely.]

P.M.—At meridian the action commenced. At 1.10, opened our fire upon the enemy. Observed a

¹ This is evidently a mistake. No. 50 is not mentioned in any other log.

Spanish ship which had been engaged by the Royal Sovereign strike her colours. At 2, observed a Spanish four-decker, which was engaged by the Neptune, Conqueror and Agamemnon, lose her masts and strike her colours. Was prevented from boarding her by four ships of the enemy's line that kept up a heavy fire upon us. At 2.30, hailed a ship which we had engaged and struck. Told her to hoist English colours. Engaging the enemy's ships as most convenient. At 5, answered general signal No. 99 [come to the wind together on the starboard tack]. At $\frac{1}{2}$ past, one of the captured ships blew up. Killed in action: Thomas Moore, Robert Pain, seamen. Wounded in do.: Edward Badger, Hamilton Donaldson, Richard Hatherby, Andrew Campbell, James Langla, Andrew Shanks, Charles Bland and Angus Campbell. Severe shot holes in the hull, one in the main mast, 1 do. in the fore yard; sails and rigging much cut up. One in the under counter, $3\frac{1}{2}$ feet under water, caused the ship to make 3 feet water per hour. Took H.M. ship Colossus in tow, being much cut up in action. Counted 11 of the enemy's ships that struck. Employed variously: pumps, sails, rigging, &c. At midnight, light airs. Colossus in tow. Several of the fleet and prizes in company.

October 22nd.

A.M.—Moderate and cloudy. Employed as before. Made and shortened sail occasionally. Ship making four feet water per hour. Fresh gales and squally with rain. Hove to, and sent a stream cable on board the Colossus to tow her. Several of the fleet in sight with prizes and disabled ships in tow. At noon, do. weather. Ship making 3 feet of water per hour. Colossus in tow.

P.M.—Fresh gales and squally with rain. Down

topgallant yards, and struck topgallant masts. Furled the fore and mizen topsails. Ship makes 3 feet water per hour.

NAIAD.

Log.—HENRY ANDREWS, Master.—Official No. 9235.

October 19th.

A.M.—At 12, light airs. Squadron in company. Made and shortened sail occasionally to keep our station. At 7, observed several of the enemy's ships under way. Employed variously, and repeating various signals from the Euryalus to the Phœbe. At noon, calm. Eleven of the enemy's line-of-battle ships outside of San Sebastian lighthouse, it bearing eleven or twelve miles. Three sail in sight in the WNW.

P.M.—Light airs and cloudy. Made and repeated several signals from the Euryalus to the Phœbe. At 4.50, Cadiz NE by E $\frac{1}{2}$ E, 5 or 6 leagues. At 7.45, hove to. At 11.40, burned a blue light. At 12, do. weather. Euryalus and Sirius E by S.

October 20th.

A.M.—At daylight, saw twelve of the enemy's ships under way off Cadiz, and twenty-three sail of Lord Nelson's fleet on our weather quarter. Answered various signals from the Euryalus. At 8, fresh breezes and cloudy. The enemy's ships coming out as fast as possible. Cadiz N by E, 4 or 5 leagues. At 8.10, edged away to near the Euryalus. At 10, saw a strange sail on the lee beam about 4 miles, and she being a ship of the line, supposed her to be an enemy. Saw her fire two guns quick and one slow with signals, which she repeated. Set topgallant sails.

At 10.45, tacked. Lost sight of her. At 11.30, sounded in 28 fathoms water. At noon, strong breezes with continual rain and thick weather. Part of our fleet in sight. At times made and shortened sail occasionally.

P.M.—Fresh breezes with rain. In 3rd reef topsails. At 4, moderate and cloudy. Enemy's fleet on the lee bow. Our fleet on the weather quarter. Cadiz NE $\frac{1}{2}$ E 4 or 5 leagues. At 6, both fleets in sight. At 6.30, saw 14 of the enemy's fleet to the northward. Repeated several blue lights and sky rockets from the Phœbe and Sirius. At 8, do. weather. 14 of the enemy's fleet in sight astern. At 12, do. weather. Enemy's fleet to leeward, ours ahead.

October 21st.

A.M.—At 1.30, spoke H.M. ship Colossus. Saw several lights to leeward, which we supposed the enemy's fleet bearing SSE. At 4, light airs and cloudy. At daylight, saw the enemy in line of battle bearing from SSE to east, our fleet ahead steering towards the enemy. At 8, light winds. Still continuing the same under all sail. At noon, the centre of the enemy's fleet bearing ESE about 6 miles, consisting of one four-decker, two three-deckers, 30 two do., 6 frigates, two brigs under the command of the French Admiral Villeneuve and Spanish Admiral Gravina.

P.M.—At 12.10, light breezes. Observed the Royal Sovereign commencing action, as did several other ships of the lee line at 12.30. At 12.50, the Spanish Admiral commenced firing and the action became very general. At 1, a Spanish three-decker hauled down her colours to the Royal Sovereign. At 1.30, all the same three-decker's masts went over the side. At 1.35, observed a Spanish two-decker

haul down her colours. At 1.50, a French two-deck ship and the French Admiral both strike to the Victory and Téméraire. At 2, observed the main and mizen masts of a French two-decker go over the side. At 2.10, observed several of the enemy's ships dismasted and one of ours with her fore and mizen masts gone. At 2.20, observed the Neptune dismast the Spanish four-decks ship and likewise several of do. strike their colours. At 2.40, the action became general from van to rear. At 2.45, the main and mizen masts of the Royal Sovereign went by the board. At 3.35, bore up to take one of our ships in tow. At 4, took the Belleisle in tow, she being without a mast or bowsprit. Observed one of the French line-of-battle ships on fire. At 4.20, out boats and sent them to take men from do. At 5, the firing ceased from all the ships. At 5.10, observed the ship that was on fire to blow up. At 6, four of the French line-of-battle ships retreating to windward with their starboard tacks on board, and 14 Spanish to leeward. The land of Trafalgar E by S, about 10 miles. At 10.30, received on board 95 prisoners and sent a petty officer and 30 men to the Achille. At 11.30, answered signal of distress from a ship to windward. At 12, light breezes. At 1, up boats.

October 22nd.

A.M.—At 7, the Straits mouth SE by E $\frac{1}{2}$ E, about 10 leagues. At 8, blowing fresh. Fleet in company. Belleisle in tow. At noon, blowing strong at times with rain. Admiral's flag on board the Euryalus to leeward. Part of the fleet in sight, several towing each other. Belleisle still in tow. Made and shortened sail as necessary.

P.M.—Fresh gales with rain. Spliced the sheet cable to the stream cable and veered the Belleisle to

whole of the sheet. At 4, three sail in sight. At 6, it blowing strong, lost flags No. 3, 9, and substitute making signals by telegraph to the Belleisle. At 12, strong squalls with heavy rain. Belleisle in tow.

October 23rd.

A.M.—At 4, moderate and cloudy with a heavy swell from the westward. At 7.30, hauled to SE and made all sail. Several of the fleet in sight on the lee beam. At noon, saw the land about Cape Spartel ESE about 9 leagues. Belleisle in tow.

P.M.—Moderate and cloudy. Exchanged numbers with the Donegal. Repeated the interrogatory signal No. 12, which was answered in the negative. At 4, Cape Trafalgar NE $\frac{1}{4}$ E, and the point of Tarifa E by S $\frac{1}{2}$ S. At 5, parted the stream cable in towing the Belleisle. At 7.40, strong breezes with continual rain. The Belleisle fell on board us, endeavouring to take her in tow. Damaged the jolly boat and carried away the greater part of the starboard quarter gallery. Could not accomplish it by the boats, the sea running so high. At 12, squally with rain.

October 24th.

A.M.—At 12.30, carried away the larboard main topsail sheet, and the leech and rope at the 2nd reef gave way, the sail split across. Cut away the leech and topsail sheet to save the yard. The sail went overboard; the fore topmast staysail went in pieces. At 5.40, saw the Belleisle very near the shore to the eastward of Cape Trafalgar. Made sail and stood towards her. At 7.10, more moderate. Sent a boat alongside the Belleisle and took her in tow. Made sail. A battery fired several shot at us. At 11, Gibraltar E by S, about 5 miles. Made our No.

and No. 191 with 4 guns at intervals. At noon, fresh breezes with rain. Belleisle still in tow.

P.M.—Fresh breezes with rain. At 1, cast off the Belleisle's tow rope. At 1.30, came to with the best bower in 30 fathoms water [off Gibraltar].

PHŒBE.

[If the frigates took no part in the battle, they did their full share of the hard work which followed. The Phœbe gives a good account of the part she took in both the preservation and the destruction of the prizes.]

Log.—JAMES BURTON, Master.—Official No. 9248.

October 20th.

P.M.—Squally with heavy rain. 12.30. Bore up. At 1, hauled our wind on the starboard tack. Taken aback in a hard squall. Braced round. Observed a line-of-battle ship with her main topmast carried away. Tacked occasionally. Repeated signals. At 4, set the courses and topgallant sails. Made several signals to the fleet. Saw the enemy's fleet, consisting of 34 sail, bearing N by E. At 6, the enemy's fleet N by E. The British fleet SW by S. Mustered at quarters. 6.30. Tacked ship. Made several signals to the fleet. Burnt blue lights and rockets occasionally. At 8, Cadiz lighthouse E by N, about 5 leagues. Wore ship as occasion. Burnt blue lights and rockets occasionally, which was answered by our fleet.

October 21st.

A.M.—12.20. Spoke H.M. ship Mars. Enemy's fleet in sight. 2. Hove to. 2.30. Filled. At 4, light airs and variable. 4.30. Wore ship. 5.40. Saw the enemy's fleet to leeward. 6.30. Wore ship and made sail. Set the royals and topgallant steering

sails. 7.30. Beat to quarters. At 8, bearing down towards the enemy in company with the fleet. 9.30. Captain Capel went on board the Victory. Repeated several signals from the flag ship. At noon, the van of the British fleet nearly within gunshot of the enemy's centre. San Sebastian N 22 E, distant 6 or 7 leagues.

P.M.—At 5 minutes past noon, observed the enemy's centre commence firing at our van ships, shortly after which the Royal Sovereign commenced firing. Repeated No. 16 [for closer action]. Came to the wind on the starboard tack. At 17 minutes past noon, the Victory commenced firing. At 30 minutes past noon, the Royal Sovereign and several of H.M. ships closely engaged with the enemy. At 1.10, observed No. 269 [take station astern of ship indicated] made to the Ajax. 1.45. Observed two French line battleships strike their colours. 1.55. Observed a French ship, supposed to be the Bucentaure, with her main and mizen masts shot away. At 2, a Spanish three-decker totally dismasted. 2.18. A Spanish line-of-battle ship with English colours over Spanish. 2.25. Observed three line-of-battle ships with English colours over Spanish. 2.29. Royal Sovereign made signal for the Euryalus to tow. At 2.30, the Spanish four-decker totally dismasted. 2.40. Repeated the Sirius' signal to take a ship in tow. At 3, answered 238 [to stay by ships in distress] from the Euryalus. 3.10. Repeated No. 101 [to come to the wind in succession on the larboard tack] from the Victory general. 3.32. Answered No. 101. 3.35. Repeated the Defence's signal to tack. At 4, sent our carpenter on board a prize in want of assistance. Observed a French line-of-battle ship dismasted and on fire (*l'Achille*, 80 guns). Sent 10 marines on board a line-of-battle ship, prize to the Bellerophon. 5.2. Repeated No.

101 [to come to the wind in succession on the larboard tack]. At 5.4, eleven of the enemy's ships steering NE with courses and topgallant sails set. 5.5. A Spanish line-of-battle ship struck to the Minotaur. 5.10. The enemy's ships ceased firing. Four French line-of-battle ships, one with a Rear-Admiral's flag, hauled their wind on the starboard tack, their heads about S by W. 5.17. Repeated No. 99 [to come to the wind together on starboard tack] from the Euryalus. Observed 15 or 16 line-of-battle ships in possession of the English. At 6, Mecca Tower E by S $\frac{1}{2}$ S. 8.45. Sounded in 26 fathoms. Cape Trafalgar E by N, 5 leagues. Cadiz Light N $\frac{1}{2}$ E, 22 miles. Employed the whole night giving assistance to ships in distress.

October 22nd.

A.M.—At daylight, observed the fleet much scattered. 7.20. Cape Trafalgar E by S, 5 leagues. Strong breezes and cloudy weather. At 9, squally from the southward. Double reefed the topsails. Lost three whole hawsers and 100 fathoms of rope endeavouring to take the Aigle and Fougueux, two French line-of-battle ships, in tow. At noon, strong breezes and squally, with rain.

P.M.—Fresh gales and squally. At 1, wore ship. Close reefed the topsails, handed mizen topsail, down topgallant yards. At 3, wore ship. Strong gales and squally.

October 23rd.

A.M.—At 11, took a line-of-battle ship totally dismasted in tow, late H.M.S. Swiftsure. Sent two carpenters on board to assist plugging up shot holes. Repeated No. 370 [enemy are coming out of port] with two guns. Several ships with prizes in tow. Enemy's line-of-battle ships to windward, and some

to leeward. At noon, Cadiz lighthouse E by N $\frac{1}{4}$ N, 6 or 7 leagues.

P.M.—12.10. Set topgallant and fore topmast steering sails, courses, jib and spanker and staysails. At 2, in steering sails. 3.30. In topgallant sails. Enemy's fleet on the larboard tack under a press of sail. Observed H.M.S. Thunderer cast off her tow, a Spanish three-decker totally dismasted, the enemy's ships coming fast up with her. At 4, Admiral and part of our fleet in sight. Hove to and sent our small bower cable to the Swiftsure for a tow rope. At 6, filled. Lost a six-oared cutter and four-oared jolly boat. At 8, strong breezes and cloudy. Swiftsure in tow. At 11, split the foresail and fore topmast staysail in a heavy squall of wind and rain, and lost the whole of them.

October 24th.

A.M.—At 11, out boats and sent on board the Swiftsure for the wounded people. At noon, Admiral and fleet in company. Cadiz E $\frac{1}{4}$ N, distant 8 or 9 leagues.

October 25th.

A.M.—Swiftsure in tow.

P.M.—Strong gales and squally. In fore and mizen topsails, furled the mainsail and reefed the foresail. At 3, wore ship, Swiftsure in tow. Carried away one of the main shrouds and one of the fore shrouds and the larboard main topmast shroud. Got a preventer backstay up for the main topmast, and secured the lower masts with the runners and tackles. At 7, hard gales and squally weather. Up foresail. At 7.45, our small bower cable parted, lost the whole of the first cable and 70 fathoms of the second cable on the small bower. At 8, hove to.

October 26th.

A.M.—At daylight, several ships in sight much scattered. At 8.30, observed an English three-decker, supposed to be the *Téméraire*, come to an anchor, her three lower masts only standing. At 9, wore ship and stood after the *Swiftsure*. At 11, abreast of her. Sent an officer and a party of hands on board to bend her cable and bring her to an anchor. At noon, more moderate with a very heavy sea. Brought the *Swiftsure* to with her sheet anchor. Gave her a whole cable.

P.M.—At 1, wore ship. Set the foresail, jib and spanker, out one reef of each topsail. 5.30. Came to with the best bower in 17 fathoms. *Swiftsure* ahead.

October 27th.

A.M.—Unbent middle cable of best bower and spliced it to the remaining part of the small bower. At noon, one line-of-battle ship wrecked on the beach, her fore mast only standing. Very heavy sea.

P.M.—10.30. Picked up two men making their escape from the *Swiftsure*.

October 28th.

A.M.—At 7, the Admiral and 9 sail SSW. At noon, a lieutenant and a party of men employed fitting and rigging jury masts on board the *Swiftsure*.

October 29th.

A.M.—At 8, moderate and clear. Several sail in sight. At 10, sent a boat after a fishing boat. Fired a shot at her. At 11, one of the line-of-battle ships firing several guns.

P.M.—At 2, joined company H.M. ship Poly-

phemus. Answered signal for a captain. Answered signal for a midshipman. The Polyphemus took charge of the prize Swiftsure. Received our men from her. Sent a lieutenant of H.M.S. Dreadnought and a lieutenant of H.M.S. Téméraire with a party of their people on board the Swiftsure. At 5, hove short. In attempting to weigh, the messenger parted twice, by which I got a severe wound in my left leg; one of the quartermasters, one of the boatswain's mates and one of the maintop men were also materially hurt.

October 30th.

A.M.—7.30. Weighed. Read a public letter of thanks to the officers and ship's company from Vice-Admiral Collingwood on the event of the ever memorable 21st of October, where British valour triumphed over the united force of the Spanish and republican combined fleets.

P.M.—At 6, shortened sail and came to with the best bower in $9\frac{1}{2}$ fathoms. San Lucar SSE, 5 or 6 leagues. The Bahama, a Spanish line-of-battle ship, within half gunshot. Observed several sailing boats taking the people out of her. Sent Lieutenant Hindmarsh and a party of men to take charge of her.

October 31st.

A.M.—7.30. Sent Lieut. Dixie and the barge's crew to set fire to and destroy two of the enemy's line-of-battle ships on shore to the westward of San Lucar. Made sail and worked up abreast of the Bahama. At 11.30, came to with the best bower in 9 fathoms. Furled sails. Got an 11-inch cable from the Bahama to take her in tow.

P.M.—At 6, Lieut. Dixie returned on board, having set fire to two Spanish line-of-battle ships,

the Neptuno, 80 guns, and the Rayo, 100 guns, both aground to the westward of San Lucar. Saw a French line-of-battle ship, the Berwick 74 guns, totally lost having parted asunder amidships.

November 1st.

A.M.—At 1, observed the Neptuno blow up. At 4, the Rayo in full blaze. At 6, in boats. Weighed and made sail; the Bahama in tow. At 8, moderate and cloudy. Donegal in company. 8.40. Hove to. Cast off the tow. Gave her in charge of the Donegal. Received our men from her, and a party of officers and men belonging to H.M.S. Defiance and Britannia for a passage to their respective ships.

SIRIUS.

Log.—WILLIAM WILKINSON, Master.—Official No. 9275.

October 19th.

A.M.—At 2, tacked. At 3, lost sight of the squadron. At 3.45, tacked. At 4, Cadiz NE by E, 4 miles. Observed the enemy in Cadiz with their topsail yards up, preparing for sea. Made the signal for do. by telegraph. At 9, tacked. Observed part of the enemy's fleet under way. At 7, the Phœbe made all sail to the northward, firing guns. At 9, Weasel and Pickle parted company. Wore ship. Captain went on board the Euryalus. At 10.30, Captain returned. At noon, Cadiz E by N, 6 miles. Phœbe and Naiad NW by W. Four sail of the enemy's line at anchor at the mouth of the harbour, some others under way and two frigates without the lighthouse.

P.M.—Light airs. Eight of the enemy's ships outside of the lighthouse. At 2.30, tacked. At

2.45, tacked. At 4.20, Captain went on board the Euryalus. At 4.30, tacked. At 5.30, Captain returned. Cleared ship for action. Enemy's fleet ESE, 4 miles, 12 in number. At 6, spoke the Euryalus and wore. Saw a rocket and blue light. Enemy's fleet on the larboard tack. At 12, light-house NE, 7 miles.

October 20th.

A.M.—Euryalus W by N. At 4, tacked. Cadiz E by N $\frac{1}{2}$ N, 6 miles. At 5.50, wore. At 6, 9 sail of the enemy's ships under way. Boarded an American ship from Belfast bound to Gibraltar. Wore. At 7.50, one of the enemy's ships fired a broadside at us. Part of their fleet in chase of us. Fresh breezes with rain. The enemy tacked. Wore ship. Euryalus S by E $\frac{1}{2}$ E. At 10.30, thick weather. The whole of enemy's fleet out. Fired minute guns. At noon, the centre of the enemy's fleet NNE.

P.M.—Strong breezes and squally, with rain. Fired minute guns. At 1, it cleared up. Saw the enemy's fleet NE by N. Observed the van of the enemy's fleet on the starboard tack. At 3.30, wore. At 6, wore. Saw our fleet to the southward, enemy's fleet NNE. Wore occasionally. Burnt blue lights and rockets and fired guns all night. At 9, the enemy's fleet NE to ENE. At 12, the enemy's fleet east, 4 miles.

October 21st.

A.M.—At 4, light airs and inclinable to calm. At 5.10, bore up to close with the enemy. At daylight, saw the enemy's fleet in line of battle on the larboard tack and our fleet to windward. Answered our signal for a captain. Captain went on board the Victory. At 12, the Admiral NW, 1 mile. Enemy's

fleet SE by S, our fleet running down to them
Light breezes and hazy.

P.M.—About 12.30, the action began. At 3, observed several of the enemy's ships had struck. Answered the signal No. 186 [take a ship in tow]. Saw a French ship on fire. At 4.40, tacked. Sent boats to tow the Tonnant. At 5.10, the firing ceased. Tacked ship. Cape Trafalgar E by S, about 6 leagues. Took the Téméraire in tow. 18 of the enemy's ships in our possession. At 8, sounded in 14 fathoms. At 12, moderate and cloudy. Téméraire in tow.

October 22nd.

A.M.—At 4, do. weather. Téméraire in tow. All the fleet and prizes in sight. Cape Spartel S. by E $\frac{1}{2}$ E, 9 leagues. At 9.40, answered our signal No. 108 [to close nearer the Admiral]. At 12, strong breezes, with thick rainy weather. Victory NE. Fleet on contrary tacks. Téméraire in tow.

P.M.—Strong breezes with rain. At 4, the Victory NE, 4 miles. Thirty of the fleet from ESE to NNE. Téméraire in tow. At 8, strong gales; 9 of the fleet in sight. At 10.30, strong gales with hard rain and lightning. At 11, more moderate.

October 23rd.

A.M.—At 1.50, wore ship. At daylight, several of the fleet with prizes in tow. 46 sail in sight from the masthead. At 10, calm; cast off the tow. At 10.30, wore. At 11.45, Euryalus made our recall signal. Cape Trafalgar SE by E, 7 leagues.

P.M.—Light breezes and cloudy. Captain went on board the Euryalus. Vice-Admiral Collingwood sent a boat with orders to the different prizes. At 5.5, saw our squadron form a line, and the enemy's

in shore. At 7.10, spoke the Orion. Strong breezes and squally with hard rain. At 10.45, in a hard squall, split all the topsails to pieces. At 12, a light W by S. Strong gales and squally.

October 24th.

A.M.—At 4, more moderate. Employed mending sails. At 11, sent a boat on board the Thunderer. At 12, hove to, fleet in company. Sent a boat on board the Euryalus. Saw several prizes at anchor. At 1.50, wore ship and sent on board the Defence. Saw 7 sail and a hulk at anchor in the mouth of Cadiz Harbour. At 4, wore ship; at 5, tacked and came to in 35 fathoms. Cadiz lighthouse SE, 5 leagues. At 9.30, saw a ship blow up NW. At 12, strong breezes and squally with lightning.

October 25th.

A.M.—At 7, struck topgallant masts. Found that the ship had driven during the night. Veered to $1\frac{1}{2}$ cable. Twenty sail in sight. At 9.30, let go the small bower and veered to a whole cable. Strong gales with heavy rain. Ranged the sheet cable.

October 26th.

A.M.—At 9.53, parted the small bower cable. Let go the sheet anchor. Found the ship driving. At 10.20, brought up. Veered the whole sheet and two cables on the small bower. At anchor off Cadiz.

P.M.—Strong breezes with rain. At 2.30, an English ship in distress anchored here.

October 27th.

A.M.—At 2, strong gales with thunder, lightning and rain.

P.M.—At 6, weighed and made sail.

October 28th.

A.M.—At 9, Captain went on board the Defence. At 10, Captain returned and men from the prize. Made all sail. Hoisted the flag of truce and stood in for Cadiz. At 11, boat went into Cadiz with the flag of truce. At 11.10, tacked.

P.M.—At 2.30, wore. At 3.30, a ship to windward made the signal No. 312 [seeing or having knowledge of the position of the Admiral]. Answered WNW. At 4, wore ship, Cadiz E $\frac{1}{2}$ S, 8 miles.

October 29th.

A.M.—Two French frigates and a brig came out of Cadiz with cartels.

P.M.—Captain went on board the Defence. At 4, wore. Captain returned. Our boat returned from Cadiz. Lighthouse SE $\frac{1}{2}$ E, 5 leagues. At 7.30, observed a ship blow up ENE. A French frigate and brig in company. At 10, spoke the Mars.

October 30th.

A.M.—At 5.40, tacked. At 6.30, joined the Admiral and hove to. Captain went on board the Admiral. At 12, French frigate and brig in company.

P.M.—At 1, tacked ship. Observed 3 of the prizes on shore to the northward of San Lucar. At 3, Admiral Louis joined the squadron.

October 31st.

A.M.—At 7, out launch. Boats employed taking wounded prisoners from the Swiftsure to the French frigate.

PICKLE.

Log.—G. LONG, Acting 2nd Master.—Official No. 9245.

October 20th.

P.M.—Strong breezes and squally. At $\frac{1}{2}$ past 1, wore to SE. At 2, wore ship to the NW. Answered signal to reconnoitre in the NW quarter. At 3, discovered the enemy's fleet, consisting of 33 sail of the line, 4 frigates and 2 brigs, bearing N by E, standing to the SW. Out reefs and made sail towards them. At 4, fresh breezes and cloudy. The Commander-in-Chief bearing SSW. At 5, tacked from the enemy. At 5.40, tacked towards them and repeated several signals from the Sirius to the fleet. At 6, fresh breezes and hazy. The enemy N by E $\frac{1}{2}$ E. The Commander-in-Chief SW. At 8, tacked to the SW, the Sirius in company. The enemy in sight to the eastward. From 8 to 12, tacked occasionally, the Sirius in company making signals to the Commander-in-Chief. The enemy in sight to eastward.

October 21st.

A.M.—At $\frac{1}{2}$ past 1, in foresail and hove to. The enemy bore ENE, the Commander-in-Chief SW by W. At 3, made sail. At 4, light airs and hazy. At 5, wore towards the enemy, and swayed up the fore and fore topsail yards, and set the fore topsail and topgallant sail. At 8, the enemy bore east, distance 4 or 5 leagues. Light airs. The Commander-in-Chief WSW. At 9, made sail towards the enemy, which had formed their line and seemed to be ready for action. At 10, the Commander-in-Chief made the signal to prepare for action, with a

number of other signals. At noon, the Commander-in-Chief was within about 2 leagues of the enemy, which was lying to.

P.M.—Light airs and clear. At $\frac{1}{2}$ past 12, the Royal Sovereign commenced her fire and broke through the enemy's line. The enemy directed a very warm fire on the above-mentioned ship until she was covered by the Victory and two or three other ships. At $\frac{1}{2}$ past 2, we discovered four of the enemy's ships dismasted. The wind being light, our ships were not all yet in action. At 4, we discovered several of the enemy making their escape. At $\frac{1}{2}$ past 4, the enemy ceased their firing, except four ships which were trying to effect their escape to windward, and were attacked by two of our ships, but their rigging and spars being damaged, the enemy effected their escape. Nineteen of them struck, and one took fire and blew up. Out boats to save the men. At 6, the boats returned. In cutter and made sail. Saved one hundred and twenty or thirty men. At 8, moderate breezes and hazy. Employed assisting the disabled ships. At 12, ditto weather. The Commander went on board of the Victory.

October 22nd.

A.M.—At 2, the boat returned. In boat. Employed as before. At 4, fresh breezes and cloudy. At 8, the breeze freshened. Down fore and fore topsail yards. At 10, reefed the mainsail, foresail and middle jib. The jolly boat employed carrying prisoners on board of different ships. All the prizes in tow. At noon, ditto weather. Cape Trafalgar in sight.

P.M.—At 6, strong gales and squally. The fleet very much separated. Several ships not in tow.

October 23rd.

A.M.—At 10, out boat to put the prisoners on board of different ships. The Commander-in-Chief made the signal to take the disabled ships in tow. At 11, the signal was made that the enemy was coming out. At $\frac{1}{2}$ past 11, the signal was made to prepare for battle. At anchor.

October 24th.

A.M.—At noon, fresh gales and squally. The signal was made to take the prisoners out of the prizes, and cut their anchors from the bows and let them go. Land in sight to the eastward. A heavy swell from the westward.

October 26th.

A.M.—At 6, out middle jib boom and set the jib. Answered the signal 84 [to pass within hail]. Bore up and made sail towards the Commander-in-Chief. At 9, the Commander went on board of the Commander-in-Chief. At 10, discharged all the prisoners into the Revenge. At noon, the boat returned. In boat and made sail for England. The Commander-in-Chief south, 2 miles. Fresh breezes and cloudy with a heavy swell from the westward.

P.M.—At $\frac{1}{2}$ past 12, wore and made sail to the north-west quarter, and parted company with the Commander-in-Chief.

ENTREPENANTE.

Log.—WILLIAM ADEANE, 2nd Master and Pilot.—Official No. 9181.

October 21st.

A.M.—Moderate. At daylight, observed the enemy's fleet to the eastward. Counted 35 sail.

Supposed them to be of the line. Observed the fleet wore, and stood towards them. At noon, light breezes and clear. The combined fleet lying to. The British fleet, all sail set, standing towards them, Lord Nelson leading the van of the weather line.

P.M.—Light breezes and cloudy. At 10 minutes P.M., observed the van of our fleet bring the enemy's fleet to action. Until 4 a very heavy fire was kept up on both sides, when we observed one of the enemy's ships on fire. Made all sail to her. Sent our boats to the assistance of the people which were overboard. At 5.30, the ship blew up. Preserved from different wrecks, &c., upwards of 169 men. Observed 16 sail of the enemy's ships had struck their colours, most of which were totally dismasted. Cutters observed all round the compass during the night in company with the fleet.

October 22nd.

A.M.—Moderate breezes. At 8, spoke H.M.S. Victory. Fleet's head to the southward, the hulks much scattered. At noon, squally and rain with heavy swell from the SW.

October 24th.

P.M.—Hard gales and squally. Discharged the Spanish Admiral into H.M.S. Prince, and 5 of the prisoners into H.M.S. Ajax.

October 25th.

A.M.—Hard gales with heavy sea. Split the mainsail. Lost best part of it. Set thetrysail and storm jib. At noon, wore ship. Shipped several very heavy seas. Made several signals of distress.

P.M.—Stormy with heavy seas, several of which

broke in upon the decks. Thought it necessary for the preservation of the cutter to heave 5 guns overboard, besides shot, remains of the old mainsail, hammocks, &c., to lighten her, being nearly waterlogged. Split the foresail and storm jib.

October 26th.

A.M.—Standing to the SE. Made several signals of distress. Anchored in San Lucar Bay with best bower.

P.M.—Strong and squally. Returned our prisoners into H.M.S. Orion. At midnight, wore¹ away two cables per order to assist one of the hulks in distress.

October 27th.

A.M.—At 8, slipped our cables and made sail to the NNE. At noon, spoke one of the enemy's hulks, the officers of which informed us the hulk was in great distress—7½ feet of water in her hold, no pumps, no rudder—and that they had given the ship up to the enemy. Observed one of the hulks run on shore off San Lucar. Strong breezes and squally. Took out of the distressed hulk 40 Englishmen. Made all sail towards the fleet.

October 28th.

A.M.—Discharged 40 supernumeraries to Orion.

¹ Veered.

BELLEROPHON

Letter from Mr. Henry Walker, Midshipman, to his Mother, Mrs. R. Walker, Preston. [Now in the possession of his son, Mr. R. B. N. Walker.]

Bellerophon at Sea, latitude $50^{\circ} 12' N.$, longitude $14^{\circ} 06' W.$,
22 November, 1805.

Dear Mother,—I wrote you a few lines from on board the Leviathan in haste, to assure you of my safety after the late memorable action, and was in hopes before this time to have had the pleasure of giving you an account of my arrival in England, for which I am now on my passage, the Bellerophon being so much disabled in the action as to be in want of a thorough repair. The papers will have given you a much fuller account of the action than I can; but lest you should accuse me of idleness, I will give some particulars, which may, I hope, give you some amusement. Lord Nelson took the command of our fleet on the 29th of September, and though we had before that no doubt of success in the event of an action, yet the presence of such a man could not but inspire every individual in the fleet with additional confidence. Every one felt himself more than a match for any enemy that there was any probability of being opposed to; and as we knew the combined fleet had positive orders to put to sea, every eye was anxiously fixed towards the shore, and every signal that was seen flying on board our repeating frigates was expected to convey the welcome intelligence. We were not long kept in this state of suspense, for about nine in the morning on the 19th October, a ship was observed firing guns and making signals for the enemy's fleet being get-

ting under way. The Admiral immediately made signals for a general chase and to prepare for action. You may easily conceive with what alacrity this was obeyed. In a quarter of an hour 26 of the finest ships in the navy were under all sail, and formed a glorious sight; the wind was favourable and in a short time the Bellerophon, Belleisle, Orion, Leviathan and Polyphemus showed their superiority of sailing, and got far ahead of the fleet, which continued under a press of sail the whole ensuing night, steering for the Straits which was supposed to be the enemy's destination. At daylight we were in sight of Gibraltar; a frigate made signals for a strange fleet N by E, when we were recalled and signals made to form the order of sailing. We then stood back again to the northward; the weather was thick and squally so that we saw nothing of the enemy that day, though the Agamemnon and our frigates formed a chain betwixt them and us, and communicated by signals all their motions. During the night we plainly discerned their signals and remained in the most anxious expectation till the next morning, when, at daylight, we saw them to leeward, and immediately beat to quarters and bore down on them in two columns with all sail set, Lord Nelson in the Victory leading one line, Admiral Collingwood, in the Royal Sovereign, the other, in which the Bellerophon was the fifth ship. The day was remarkably fine; our fleet consisted of 27 sail of the line, seven of which three-deckers, two 80-gun ships, fifteen seventy-fours, and three sixty-fours. The combined fleet consisted of 33 sail of the line, four of which 3-deckers, six eighty-gun ships, twenty-two seventy-fours, and one sixty-four. Whilst we were bearing down on them they formed in a close order of battle, French and Spaniards alternately, and waited for us with great intrepidity. A

few minutes before the firing commenced, Lord Nelson conveyed by telegraph the following sentence to the fleet : ' England expects that every man will do his duty.' This was received on board our ship with three cheers and a general shout of, ' No fear of that ! '

At 10 minutes past twelve the Royal Sovereign opened fire on the enemy's centre ; at 12.20, she broke their line and engaged a Spanish 3-decker to leeward ; she was followed by the Mars, Belleisle and Tonnant, which engaged their respective opponents without breaking the line ; at 12.25, we opened our fire ; at 12.30, broke the line astern a Spanish 2-decker, fighting both sides in passing through ; at 12.35, whilst hauling up, fell on board l'Aigle, a French 80-gun ship, our fore yard locking with her main yard. The action soon after became general. L'Aigle was the best manned ship in the combined fleet, and was full of picked grenadiers, who annoyed us most dreadfully with musketry. The Bellerophon was equally well manned, and had she been fairly alongside her opponent, would soon have carried her, and even in the disadvantageous situation in which we were placed, we very soon drove them from the lower deck ; and though we could only bring our foremost guns to bear upon her, whilst we received her whole broadside and the fire of four other ships, we had nearly silenced her fire when she dropped astern of us. But you will be able to judge of our situation from an extract from our log :—

12.35. Fell on board the French two-deck ship l'Aigle whilst hauling to the wind, our fore yard locking with her main yard ; kept up a brisk fire on her on our starboard bow, and a Spanish two-decker, the Monarca, on the larboard bow, at the same time receiving and returning fire from a Spanish two-decker on larboard quarter, and receiving the fire of a Spanish two-decker athwart

our stern and a French two-decker abaft the starboard beam. At 1, the main and mizen topmasts fell over the side ; at 1.5, the master and 1.11, the captain fell ; still foul of l'Aigle, and keeping up a brisk fire from the main and lower deck guns ; quarter deck, poop and forecastle being nearly cleared away by the enemy's musketry chiefly from the troops on board l'Aigle. 1.20. The jib boom was shot away ; at 1.40, l'Aigle dropped to leeward under a raking fire from us as she fell off ; our ship at this time unmanageable from braces, bowlines, &c. shot away ; 1.45. l'Aigle was engaged by Defiance ; 2.5. She struck.

After we had thus got clear of our principal opponent, who did not return a single gun whilst we raked her, and two others of them had been engaged by the Dreadnought and Colossus, we were now only opposed to two Spanish seventy-fours, one of which, the Monarca, shortly afterwards struck, and was at 3 o'clock taken possession of by our second lieutenant, myself, and 8 men. The remaining one, the Bahama, struck to us in about half an hour afterwards, and was taken possession of by our fourth lieutenant. There was very little firing after this except from five French ships making off to windward, which fired on both the Bellerophon and Monarca. One of them was taken by the Minotaur, and at 7 minutes after 5 the firing ceased, when 21 of the enemy's ships remained in our possession and one on fire, which soon blew up ; another sunk in action. Among the prizes were three admirals' ships, the Commander-in-Chief, Admiral Villeneuve, was taken, as was the Santísima Trinidad, a Spanish 4-decker of 138 guns, the largest ship in the world. Such a victory could not be obtained without great loss. Our ship, as was to be expected from her situation, suffered very considerably, having 28 killed outright, 127 badly, and about 40 slightly wounded ; 23 are since dead of their wounds. Our prize, the Monarca, had suffered still more, having upwards of 250 killed

and wounded, and the ship very much injured in every respect.

Till now everything had been favourable to the British, and from the fineness of the day we had every prospect of bringing 20 of our prizes to England; but in the ensuing night a storm came on, such as I had never witnessed, and for the four following days we had a much severer struggle against the elements than the enemy. You will imagine what have been our sufferings, in a crippled ship, with 500 prisoners on board and only 55 Englishmen, most of whom were in a constant state of intoxication. We rolled away all our masts except the fore mast; were afterwards forced to cut away 2 anchors, heave overboard several guns, shot, &c. to lighten her; and were, after all, in such imminent danger of sinking that, seeing no ship near to assist us, we at length determined to run the ship on shore on the Spanish coast, which we should have done had not the Leviathan fortunately fallen in with and saved us, and all but about 150 Spaniards. The ship then went ashore and was afterwards destroyed. We were more fortunate than several of our countrymen, who were lost in the prizes; others were taken prisoners by the French and Spaniards, who rose upon and carried them into Cadiz. So dreadful was the storm that only four of the prizes, one of which is the Bahama, are left in our possession; they are now at Gibraltar. Three are got back into Cadiz, five on shore near that place, and the remainder either foundered in the gale or were destroyed by us to prevent their again falling into the enemy's possession.

All the British ships [were]¹ fortunate enough

¹ Torn away.

to weather out the gale. Thirteen of the most disabled put into Gibraltar, the Bellerophon was one. I did not join till the 3rd inst., the day before she sailed in company with the Victory and Belleisle for England. I had the mortification to find my chest had been broken open in my absence, several of my clothes stolen, and nearly all my linen either lost or torn by the wounded for bandages, my hammock and bedding had likewise been shot away in the action, which is the more unfortunate as I can so ill afford to replace them. I suppose I have made about 20*l.* prize money in the late action, which would have brought me upwards of 100*l.* had we not met with the dreadful storm which destroyed our prizes; but when I shall receive this or get back to England is now equally uncertain, for we have lately had such violent easterly gales as have driven us far to the westward of England and Ireland; and till we get a fair wind it is impossible with crippled ships like ours to make any way towards home.

HENRY WALKER.



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